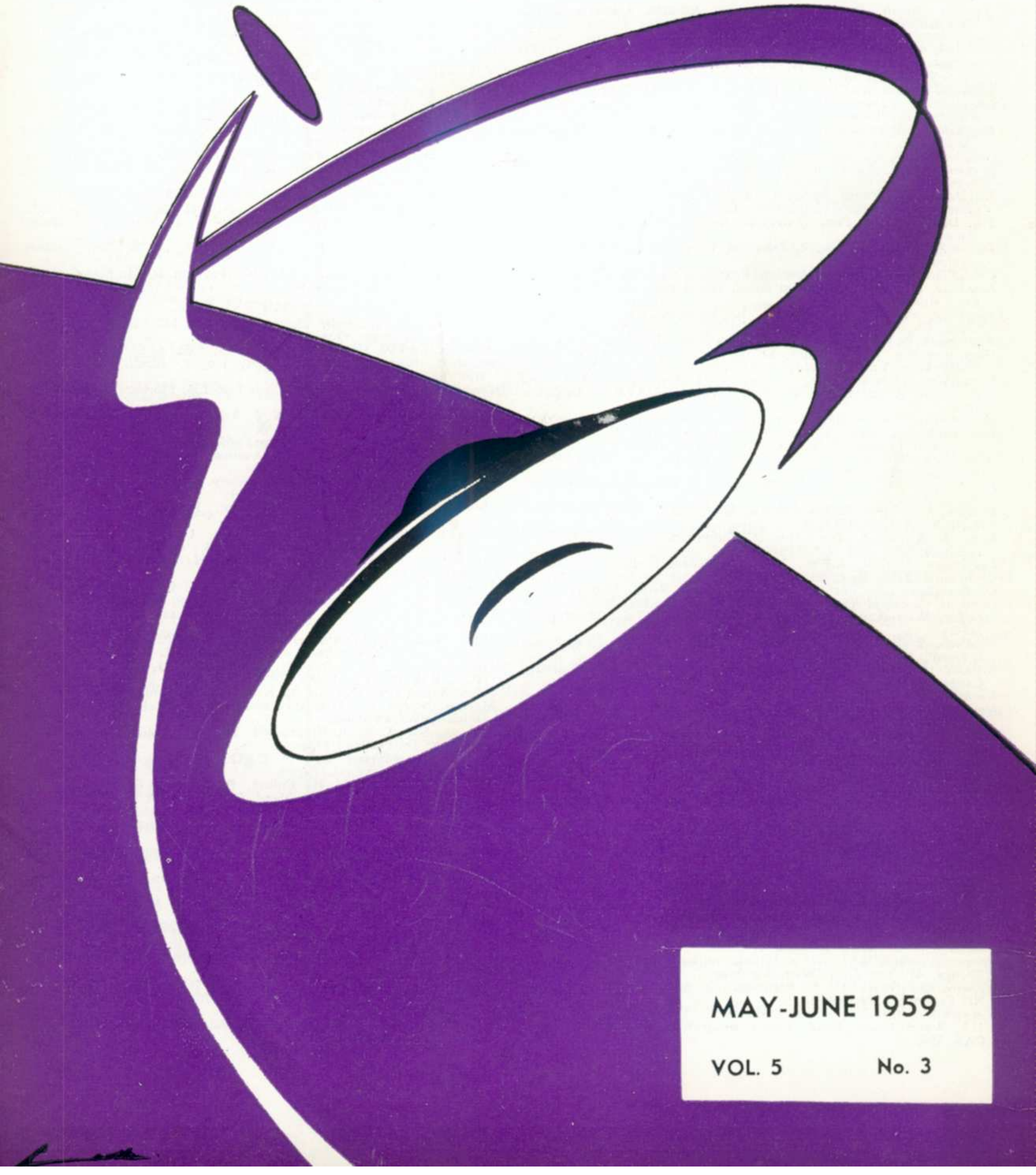
FLYING SAUCER REVIEW



MAY-JUNE 1959

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The bi-monthly
Journal of
SPACE

FLYING SAUCER REVIEW

INCORPORATING FLYING SAUCER NEWS

Vol. 5 No. 3 **MAY-JUNE, 1959**

Edited by

**The Hon.
Brinsley le Poer Trench**

CONTENTS

	Page
Saucers Escort Airliner ...	2
Earth Man's Journey into Space	6
World Roundup	8
Venus and the Nose-cone Light *By C. H. Gibbs-Smith* ...	10
UFO Waves Follow a Certain Pattern *By Antonio Ribera*	12
12 Years of Flying Saucers—What Next? *By John McCoy*	16
Flying Saucers and Atlantis *By Jacqueline Murray* ...	18
Space Pioneer *By Geoffrey Norris*... ...	20
The Significance of the Unidentified Deltas *By W. A. Watson*	22
Anti-Gravity *By Dunk*	24
Astronomer's Notebook *By W. Schroeder*	26
Panorama	30
Selected Books	32
Mail Bag	Cover iii
Late News	Cover iv

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EVERYONE should read carefully right through from start to finish the dramatic account in this issue of the encounter by an American Airlines DC-6 airliner with three flying saucers on February 24. Note how these space ships kept company with Captain Peter Killian's aircraft for 45 minutes and were also witnessed by the captains and crews of five other airliners flying in the vicinity!

Mark, too, the important words of Lt.-Colonel Lee B. James, army missile expert associated with Wernher von Braun, who stated that the objects seen by the various airline crews were quite possibly space ships.

"I know they are not from here," said the missile expert, "and they are not coming from Russia. We in this civilisation are not that advanced yet."

How much longer can the tremendous truth that we are being visited from other worlds be kept from the public? Both the number of well-authenticated sightings by pilots and the number of personalities in the public eye who believe in the reality of saucers are on the increase.

On January 16, 1958, a flying saucer was photographed from the deck of a Brazilian Navy ship, *Almirante Saldanha*. Our January-February issue, this year, carried two photographs of this craft.

Professor Hermann Oberth, world-famous rocket expert, told the Press at Frankfurt, Germany, on November 7, 1958, that he believed "very intelligent beings from space are observing the earth."

In our last issue was related how 50 commercial aviation pilots were incensed over the secrecy of the U.S. Air Force on flying saucers. Every one of these pilots had reported to the Air Force seeing at least one UFO. Additionally, according to the *Newark Star-Ledger*, the Civil Aeronautics Administration has been tracking unidentified flying objects by radar all over the United States.

FLYING SAUCER REVIEW has always maintained that the occupants of the saucers are friendly towards the earth. These craft have been observed throughout history and only since madmen on this planet perpetrated a crime against humanity by letting off the atom bomb have the visitors observed us much more thoroughly.

There have been over 40,000 sighting reports all over the world since the A-bomb was unleashed. This is probably an under-estimation. Saucers have been seen, photographed, filmed and tracked on radar. How many more of these celestial ships have got to be seen before authority lifts the secrecy barrier and tells the people?

In the words of Abraham Lincoln on May 29, 1856: "You can fool some of the people all the time, and all of the people some of the time, but you cannot fool all of the people all of the time."

Full dramatic account of most important sighting yet involving 6 airliners!

FLYING SAUCERS ESCORT AIRLINER FOR 45 MINUTES

35 passengers watch glowing ufos

THIRTY-FIVE passengers watched in wonder as three illuminated flying saucers escorted their American Airlines four-engine DC-6 airliner for 45 minutes! Captain Peter Killian, a pilot of 20 years' experience with a total of more than four million miles to his credit, was at the controls. The co-pilot and First Officer was John Dee, also an experienced airline pilot.

The airliner had left Newark Airport at 7.10 p.m. on February 24, 1959, on an non-stop flight to Detroit, and the DC-6 was over Pennsylvania when Captain Killian spotted the UFOs.

"We were flying at about 8,500 ft. between Phillipsburg and Bradford (Pa.). It was 8.45 p.m. when I looked off to the south and saw three yellowish lights in a single line formation.

"At first glance I thought they were stars in the 'Belt of Orion'. Then I took a second look and saw *both* Orion and the objects. Orion was considerably higher; also the objects were brighter and of a different colour."

Killian pointed out the lights to his co-pilot, John Dee, the other crew members and the passengers. The crew assured him that he was not "seeing things"—that the objects were there right enough. Killian even radioed two other American Airlines planes flying in the vicinity to make sure "I wasn't seeing lightning bugs in the cockpit." *Both other captains called Killian back to assure him he wasn't—they saw the saucers too.*

"I have never seen anything like it." Killian said.

Among the passengers was Mr. N. D. Puscas, general manufacturing manager of Curtis-Wright Division at Utica. He said the strange objects were in "precise formation" and seemed to dance in the sky. "They were roundlike, and every now and then one would glow brighter than the others as if it had moved closer to the plane."

No Chance of Mistake

Both Captain Killian and Mr. Puscas agreed that the sky was cloudless above the airliner. There was no chance of mistake, said Captain Killian. "Though there were broken clouds below us, at 5,000 ft., all the sky above that layer was absolutely clear. We had a visibility of about 100 miles.

"At first I estimated that the objects were not over a mile from us. Since I didn't know their size this was just an impression. I believe now that they were not that close. However, at intervals one would move in closer then fall back into formation."

To enable the passengers to have a better view of the saucers, the stewardesses, Edna Lagate and Beverly Pingree, turned out the cabin lights and everyone watched the fantastic "out of this world" spectacle for the next 40 minutes.

Only one passenger was somewhat scared. "I told him," said Killian, "if there was any danger I'm sure they would have done it long ago. While the objects were in sight I kept watch on the radar screen but saw nothing on it," he added. (During the London Airport sighting the yellow disc which hovered there for 20 minutes was not tracked on radar either.—Ed.)

Captain Killian radioed a report of the incident to American Airlines communications at Detroit Airport before coming into land. The three objects became lost in a low-altitude haze.

Still More Evidence

In addition to the crew and 35 passengers of his own plane and the two other American Airlines planes he had contacted by radio while in flight, the UFOs had also been sighted by the crews of three United Airlines planes! All the pilots and flight engineers agreed that the lights were on separate vehicles which were in formation.

Further added confirmation now came from ground sources. The Akron UFO Research Group reported several local sighting reports between 9.15 and 9.20 p.m., describing three glowing objects.

According to a report published by NICAP, Lt. Colonel Lee B. James, an Army missile expert associated with Werhner von Braun, in the Army Ordnance Missile Command at Huntsville suggested that the objects came from outer space! Speaking before the Michigan Society of Professional Engineers, Colonel James stated that the objects seen by the various airline crews were quite possibly spaceships.

"I know they are not from here," said the missile expert, "and they are not coming from Russia. We in this civilization are not that advanced yet."

If the crews and passengers really saw what was reported, Colonel James said, the objects "would have to come from outer space—a civilization decades ahead of ours."

One engineer asked him about Captain Killian's report that his radar screen had not shown the UFOs.

(Continued on page 4)

UFOTO FLASHBACK

to

1947

UFO photographed over Phoenix, Arizona, witnessed by hundreds.

Photo: Courtesy Ray Palmer.

. . . . and to

1954

← Saucer photographed by 13-year-old Stephen Darbishire at Coniston, Lancashire, England. Later, Leonard G. Cramp, M.S.I.A., did a comparison by orthographic projection of the previously taken Adamski saucer and the more recent Darbishire saucer photographs, and proved that the exact duplication to scale of the Darbishire saucer indicated Adamski was telling the truth.

Cramp's work has never been disproved!

Flying Saucers are Possible — U.S. Admiral

Rear-Admiral George Dufek, of the United States Navy, stated at Wellington, New Zealand, on March 11, 1959, that he did not think the existence of flying saucers could be discounted.

"I think it is very stupid for human beings to think no one else in the universe is as intelligent as we are," he said.

Rear-Admiral Dufek, the retiring Commander of the U.S. research and exploration programme in the Antarctic, was speaking to reporters before returning home. He said that the possibility of meteors which exploded in the earth's atmosphere being "saucers driven from Venus or other planets by intelligent creatures" could not be placed beyond possibility.

Only as far back as 1903 the first man-made aircraft had taken wing. Now, man had satellites in orbit around the sun and the earth.

"Perhaps on Venus or other planets there are beings much more advanced than we are.

"Perhaps that is the importance of the Antarctic. The South Pole base is a very valuable scientific observatory."

From there man could observe many of the unsolved mysteries of earth and of outer space, said Admiral Dufek.

New mystery star Baffles Astronomers

U.S. astronomers are mystified by a new, strange celestial body photographed by telescope. Two astronomers, Dr. W. J. Luyten, of Minneapolis, and Dr. G. Haro, of Tonantzintia, Mexico, discovered photographic records of the object made at Palomar Observatory, California, on November 5, 1958.

While a blue star was found in that position in 1950, it does not appear on Palomar survey plates made in 1954. The only observation made since the November record showed no star at that point.

"Captain had strong feeling eyes were following every move"—Mrs Killian

(Continued from page 2)

"That civilization quite possibly has licked that problem," Colonel James replied. "It might use a special coating or a composite of certain materials which might prevent such a reflection."

In an interview with Lex Mebane of Civilian Saucer Intelligence of New York, Captain Killian spoke about the changing glow of the saucers. Not only had their colour altered at times, from yellow to bluish white, but their intensity had varied from extreme brilliance to temporary fade-outs. He had wondered if the UFOs had been trying to signal, but he did not see any pattern or regularity.

Captain Killian also said that the UFOs' speed varied. At times they would pull ahead quickly, then apparently lag as if to let him catch up. These movements were easily observed, since the airliner was flying a constant 300-degree course. The captain said that some passengers asked him to fly closer to the objects, but he had to consider their safety, even if regulations had permitted this. Also, he added, he obviously did not have enough speed to catch up with the UFOs.

For three whole days the U.S. Air Force was silent about the six airliners' sightings of the three saucers. Then on February 28, the Air Technical Intelligence Centre released its official comment. This was to the effect that all the various airline crews had been misled by the Belt of Orion! Glimpsed through broken clouds, Orion's stars had given an illusion of fast-moving objects, deceiving the airline pilots.

This "explanation," of course, does not hold water. Captain Killian had seen both Orion and the UFOs simultaneously and in a clear sky. So had members of the other airline crews. However, the Air Force were able to produce an Air Force Transport crew that had been flying from Washington to Dayton that same night. They affirmed they had seen Orion through broken clouds at 8,500 ft. In any case the Air Force statement directly contradicting the reports of the six experienced airline captains was a direct reflection on them, and they naturally did not like it.

Douglas Mapes, director, New York Divisional Headquarters of ICARF, has sent *Flying Saucer Review* a special report from Mrs. Gladys Fusaro, who obtained a telephone interview with Mrs. Killian. Here it is, as written to Douglas Mapes:

"To quote Mrs. Killian: 'The Captain was so amazed at what he saw at first, that he couldn't actually believe his eyes, but when he called the attention of crew and passengers, he knew he just wasn't seeing things by himself.

'After the Captain contacted two other American Airlines planes flying in the vicinity, both captains of these planes saw the three objects too. There was a configuration done and an estimate of 15 miles distance between Captain Killian's plane and the nearest UFO. And the estimated size of the UFO was about 300 ft., much bigger than the DC-6, which is 117 ft. The Captain was very thankful that the passengers did not at any time get panicky, as panic was what he feared most of all, and he assured them there was no danger, and they all seemed too interested to think of doing anything rash'.

"At this point in the conversation," wrote Mrs. Fusaro, "I asked her if the Captain thought the UFOs were remotely controlled. Here is her answer as the Captain felt at the time, and as he really and truly believes: 'It would be impossible to control UFOs remotely due to a number of factors, and *during all the time the UFOs were in view, the Captain had a strong feeling that eyes were following every move that was being made by both the plane and the crew. Also the formations just had to done by human brain and hand. He believes the objects were humanly manned*'."

FLYING SAUCER REVIEW states without hesitation that this is the most dramatic, thrilling and authentic news story it has yet printed, and extends grateful acknowledgments to Major Donald E. Keyhoe, director of NICAP, Douglas Mapes, director, New York Divisional Headquarters of ICARF, Lex Mebane of CSI (N.Y.), and to the world press, for material included.

Amazing Story of Scottish Landing

The whole of this amazing incident happened in November, last year, and the Territorial Army were on a week-end exercise. These exercises are quite frequent around this area of Scotland. This particular one took place a few miles outside the village of Tarland which is about 60 miles from Aberdeen. It also lies between Braemar and Ballatar.

When the small exercise got under way, two young lads were left to guard a small hilltop for a few hours. They had full equipment with them, and they also had dug a trench to lie in.

It was sometime in the very early hours of the morning, when the first rays of the sun appeared over the eastern horizon that they heard a strange "gurgling" sound coming from behind some trees only a few hundred yards from their position.

As the noise persisted, they decided to investigate. They started to walk towards the trees. Then suddenly, two large figures came stumbling towards them.

As the two boys stood, rooted to the spot with fear, they noticed that the beings were at least seven to eight feet tall, and that the "gurgling" sound was caused by the two strangers talking to each other in a gutteral tongue.

The beings were dressed rather peculiarly and found difficulty in walking across the rough hilltop.

The two young soldiers turned and fled down the hillside to the main Tarland road to seek civilization. On reaching the road they headed for a small hut which was temporarily housing a few Post Office engineers. As they ran along the road, one of the boys turned to see what was causing a "swishing" noise behind them. They saw a huge brilliant object, disc-shaped, coming up behind them down the road and only a few feet off the ground. The lads started to run as fast as they could do so, and then the large craft swooped up over their heads, pulsating, and leaving a shower of sparks in its wake. It soon disappeared from their sight.

The boys arrived at the hut and thumped on the door for someone to let them in. The engineers took the two boys in and made them rest for a while. Naturally, they were considerably shaken by their experience.

The engineers then questioned them and passed a report back. The two boys are residents of Tarland, and one is believed to work in Aberdeen.

Two days after the incident, the boys are reported to have been interrogated by representatives from the War Office. So far, this story has not been reported in the press, but it is well known in this district, and it is hoped to send the REVIEW a further report.

YELLOW DISC OVER LONDON AIRPORT

On the evening of February 26, a glowing yellow disc was seen hovering at about 200 ft. above London Airport for 20 minutes. There were at least four reliable witnesses, including a traffic control tower officer. On March 6, the B.B.C. and the National Press, including the London *Times* reported that the disc had been recorded by the Air Ministry as "an unidentified object." Later, that same day, the evening papers carried a double "explanation" for the object. It was stated that when stationary the disc was the planet Venus and that when it moved off, the object was the illuminated nose-cone of a civilian aircraft.

Mr. Charles H. Gibbs-Smith, the well-known aeronautical historian and aviation writer has written a special report on this unusual sighting for FLYING SAUCER REVIEW. This appears on page 10.

Tell your friends about "Flying Saucer Review" and spread the news about our visitors from space. Help us to help you get the

DYNAMIC NEWS RELEASED!

Did Venusian Spaceship HIT SIBERIA?

—ask Russian Scientists

Soviet scientists are speculating that a meteorite which fell in Siberia 50 years ago may have been an atomic-power space ship from Venus. The official Czech trade union newspaper *Prace* reported this in a front page article on March 7.

A book had been published in the Soviet Union presenting evidence from various Soviet scientists supporting this theory, the article said.

The book, by Alexander Kazancev, called "A Guest from the Universe," presented the following findings by Soviet scientists supporting the idea.

The explosion caused by the "meteorite" produced a big fireball which was followed by a mushroom-shaped cloud.

Persons living near the site of the impact died of a then unknown illness, which showed the same symptoms as exposure to atomic radiation.

The explosion had its biggest impact at some distance from its centre—exactly like an atomic explosion. There was no crater.

A Soviet expedition to the site of the explosion two years ago discovered "particles of iron, which are not part of a meteorite."

Eye-witness accounts of the explosion indicated that the object slowed down to about the speed of present-day jet aeroplanes before exploding in the air, the book said.

At the time of the explosion—June 30. 1908—the planet Venus was in optimal constellation to the earth.

The *Prace* article said scientists' suspicions were aroused when several expeditions to the explosion site in the Siberian woods did not find a single trace of a meteorite.

Kazancev also states that an explosion of a radio-active meteorite is quite impossible, said *Prace*. "Thus, there is only one explanation, the secret visitor from the universe was a space ship in which, for unknown reasons, the atomic fuel exploded."

The newspaper then quoted the "well-known Soviet expert on astronautics, Professor Sternfield, who was responsible for working out the courses of the Soviet satellites," as saying that the space ship most likely came from Venus.

Earth Man's Journey into Space . . .

U.S. Rocket follows Red one into Solar Orbit

A four-stage Juno II space probe was launched from Cape Canaveral 5.11 a.m. G.M.T. on Tuesday, March 3. It passed within some 35,000 miles of the Moon and continued on into solar orbit. Jodrell Bank, Cheshire, England, tracked the rocket to a distance of about 400,000 miles from the earth.

U.S. WORKING ON MANNED MOON ROCKET

Mr. Dale Wyatt, NASA assistant director of space flight development giving evidence before the U.S. Senate Space Committee, stated that research work has begun on a manned moon rocket. He said that this would not be possible for a good many years because of the large amount of preparatory work involved.

First, unmanned robots would be sent to selected parts of the Moon and a beacon placed in position to guide the manned vehicle to satisfactory landing terrain.

A seven-stage launching vehicle about 300 ft. high would be required. This would weigh more than 2,000 tons at take-off, but the manned stage itself would weigh only 2,100 lb. Four of the stages would be fired on leaving the earth, the fifth would decelerate the vehicle for its Moon landing, the sixth would be used for take-off from the Moon and the last stage for re-entry and landing on return to earth. Before a Moon landing is made a man will probably be placed in a temporary orbit around the Moon. This, he said, could be done with a vehicle only one quarter as powerful as the seven-stage vehicle needed if a landing is to be made on the Moon's surface.

DISCOVERER 1 NO LONGER IN ORBIT

The launching of the first Project Discoverer satellite took place at Vandenberg Air Force Base, California, on Saturday, February 28. Information was telemetered back to base during the first 10 minutes after firing, and the satellite was stated to have gone into orbit in a circle round the North and South Poles—the first to have done so in that way. However, there was no further radio contact.

Then on March 2, some random radio signals led the U.S. Air Force to believe that the satellite might still be in orbit.

On March 17, Mr. Johnson, director of the Advanced Research Projects Agency, said that it must be assumed Discoverer I was no longer in orbit.

SATELLITES AND ROCKETS IN ORBIT

Feb. 1, 1958	Explorer I, cylinder, 80 in. long, 6 in. diameter, 31 lb.
Mar. 17, 1958	Vanguard I, sphere 6.4 in. diameter, 3¼ lb.
May 15, 1958	Sputnik III, cone, 5.7 ft. diameter, 9.5 ft. long, 2,926 lb.
July 26, 1958	Explorer IV, cylinder, 80 in. long, 6 in. diameter, 38.5 lb.
Jan. 2, 1959	Planet III, "lunar probe," 3,245 lb., including the stage launching rocket. Became first artificial planet of the sun.
Feb. 17, 1959	Vanguard II, sphere, 20 in. diameter, 21 lb.
Mar. 3, 1959	Juno II, "lunar probe," 13-lb. payload. Became second artificial planet of the sun.

BRITAIN WILL AIM AT VENUS

Professor L. J. Carter, Secretary of the British Interplanetary Society, addressing Chingford Round Table members on March 18, stated that two Thor rockets would be released in the direction of Venus on June 23 and 24 of this year. The second was expected to go into orbit round the planet. An attempt to send a rocket to Mars was also planned.

"Space flight is inevitable; as inevitable as a child learning to walk," he said. "You have no conception how small and insignificant this planet of ours is, how remote it is, and how unimportant."

"We are going to the Moon, and we have chosen the first men to go," he revealed. "They are being trained together."

Answering questions, Professor Carter said: "Don't believe anything about flying saucers," and went on to state that saucers existed only in the minds of those who saw them.

It seems an extraordinary thing that a man like Professor Carter who is prepared to appreciate the vastness of the universe we live in, does not seem to be able to grasp that some of the billions of star systems may be inhabited and have civilizations way ahead of our own. Professor Carter should note the words of Lt. Colonel Lee B. James, U.S. Army Missile expert associated with Werner Von Braun. (See *Flying Saucers Escort Airliner for 45 Minutes,* page 2, this issue.) It is only a few years since the space travel concepts of the British Interplanetary Society were the subject of considerable ridicule, like more recently the beliefs of those who believe in the reality of space ships from other worlds. The British Interplanetary Society are to be congratulated on the fact that their work is now coming to fruition and on their measure of added respectability, but their leading lights, remembering how their own ideas were ridiculed, should preserve a more open mind (which at least would be scientific) on the ideas advanced by those who believe we may be visited from outer space. Let the British Interplanetary Society remember that Professor Hermann Oberth, one of the foremost pioneers of modern rocketry and space travel, has recently reaffirmed his belief that this planet is being watched from outer space! (See last issue.)

U.S. Nuclear Explosions in Space

BRITAIN HOPES TEST SAUCER

Mr. D. Hennessey, member of the National Research Development Corporation, announced that a version of Britain's flying saucer hover-craft—which is being built by Saunders Roe at Cowes, Isle of Wight—designed to ride on a cushion of compressed air above water, might be tested within a few months. The prototype has a crew of two and is the "size of a dining room." This first man-made disc-shaped hover-craft will take off and, propelled by jets, fly over the calm waters of the Solent. Experts claim there is no reason why the same method should not be used over any unobstructed surface such as a road or canal.

In the United States the Ford Company has successfully demonstrated a car that runs on a cushion of air and has no wheels! (Buck Nelson, who claims contacts with space people, wrote in his book, *My Trip to Mars, The Moon and Venus*, published in 1956, on page 12: "At one of the stops on Venus there were three cars parked near the house which we entered. These cars looked a good bit like our own new ones, except that they had no wheels or fenders. They skim along 3 to 5 ft. off the ground and are powered the same as the space ships. They are not made to go out into space. They are made to be used as we use a car. Having this type of car eliminates the need for roads. . . ." George Adamski on page 228 of *Inside The Space Ships*, published in 1955, describes how looking at the surface of the Moon on a large screen in a space ship, he saw several vehicles moving along the streets of a large city. They were moving just *above* the streets, since they appeared to have no wheels. . . .".—Ed.)

OTIS T. CARR TEST FLIGHT

It was announced in the November-December issue of *Flying Saucer Review* that Otis T. Carr, President of OTC Enterprises, who worked for four years with Nikola Tesla, the great electrical genius who discovered alternating current, planned to fly to the Moon on December 7, 1959, in his own personally designed craft, the OTC-XI, using the free energy in the universe to propel the ship.

Now FLYING SAUCER REVIEW is able to state that Mr. Carr will give a prototype flight demonstration, near Oklahoma City, U.S.A., on April 19, 1959. (By the time you read this the demonstration should have taken place.—Ed.)

OTC Production Test Engineer Charles O. Rhoades (formerly in the same capacity at Douglas Aircraft) advised that in spite of current 16-hour daily work schedules two further weeks of testing and refinement had been asked for.

AVRO SAUCER READY THIS MAY

The circular vertical take-off aircraft being built for the United States Air Force by A. V. Roe (Canada) Ltd., should be ready for its first flight this month, according to reports from Canada.

The Company recently appealed for a speed-up in work on the saucer to absorb some of the 14,000 workers dismissed after cancellation of the Avro Arrow fighter project.

FLYING BARREL NEARS DEBUT

According to the *New York Times* of March 18, Frenchmen and Californians will soon be seeing "flying barrels." Two versions of this craft are expected to take the air shortly.

The French model, based on designs of Austrian-born Dr. Helmut Von Zborowski, is much the larger. Built by SNECMA, it should make its flying debut first. The American model, developed by the Hiller Aircraft Compay of Palo Alto, California, is a more modest experimental aircraft.

Stanley Hiller, Jnr., President of the Company, gave out bare details of the project at a press conference. The technical name for the flying saucer design is "Coleopter." It is derived from the Greek and means "sheath-winged." The sheath is the barrel-shaped outer structure of the craft. The barrel takes off vertically and then topples over to a horizontal position for swift forward flight.

According to *Flight*, March 27, 1959, following a report in the *New York Times* on March 19, the U.S. Department of Defence confirmed that three nuclear devices had been exploded at altitudes of more than 300 miles over the South Atlantic in August and September last year. One object of the test, it was suggested, was to determine whether radio and radar communications could be disturbed by creating artificial radiation at such heights—with obvious applications to the effectiveness of detection systems against missiles and aircraft.

Designated Project Argus, the test programme included the non-military aim of obtaining a fuller knowledge of the Van Allen radiation belts. Observations of the radiation effect of the explosions were made with sounding rockets, and by data telemetered from the Explorer IV satellite launched on July 26. The three "low-yield" nuclear bombs were launched by means of modified three-stage Lockheed X-17 rocket vehicles on August 27, August 30 and September 6 from Norton Sound, a converted seaplane tender.

WAIT UNTIL INVITED

Mr. Arthur G. Haley, president of the International Astronautical Federation said in Washington that Earth space ships should not gate-crash on to any planet which might have intelligent life, but should wait till the inhabitants invite them to land.

POWER FROM HEAT

Dr. Haller, a vice-president of the General Electric Company of America, stated on March 13 that the company is on the threshold of a "major break-through" in developing an efficient method of converting heat directly into electricity. He added that immediate uses for the simplified power producer would be in satellites.

Oklahoma City Saucer Flap

Red & White UFO makes 180 degree turn

ON FEBRUARY 20, 1959, Oklahoma City was the centre of a number of saucer sightings. The first report came from Mr. Charles Kelley, of West 25th Street, who called radio station WKY shortly before 8 p.m. to say that he had seen an object which looked like a meteorite in the southern sky, but that it failed to disappear! During the next two and a half hours reports flooded WKY's newsroom, reporting similar sightings of UFOs. They were generally described as fast-moving objects, red and white in colour, hovering and also reversing course. Reports came in from a local TV newsman and other reliable observers.

A truck driver driving between Guthrie and Watonga, Oklahoma, reported his compass began spinning when the objects passed overhead.

Mr. Kelley who made the first report stated that the object he saw suddenly made a 180 degree turn, just by reversing direction.

It is also reported that a jet was "scrambled" from Vance Air Force Base to pursue a UFO. It is believed that gun-camera photos were secured. These Oklahoma City reports are published here through the co-operation of ICARF. Further enquiries are being made at both Vance and Tinker Air Force Bases, and also U.S.A.F., Washington.

RED AND WHITE PEAR-SHAPED UFO OVER MEXICO

Mr. I. C. M. Norrie reports that a pear-shaped object passed silently across a lake at no great height. The blunt end of the pear had divisions of a blood red colour. This is interesting in view of the red and white objects reported over Oklahoma City. (Unfortunately, no date is to hand for this sighting and further details are being sought from Mr. Norrie.)

GLOWING CIGAR OVER BERMUDA

A large number of local inhabitants saw a glowing cigar-shaped object, moving slowly across the sky over Bermuda on the evening of January 28, 1959. *The Royal Gazette*, published in Bermuda, stated that a light, similar to the Milky Way, seemed to come from the object to the ground. All available data has been sent by the local Kindley Air Force Base to Washington.

BLUE FLYING OBJECT OVER CARINTHIA, AUSTRIA

Carl W. Hoffman, International UFO Area Investigator for Austria states that a very remarkable object appeared on January 6, 1959, at 7.50 p.m. over the Gailtal (on the road from Dobratsch to Hermagor). A comet-like flying object of bluish-white with a thick tail moved from the south-east to north-west in a few seconds, fiercely lighting up mountain ranges and valleys.

In Luggau, a detonation was heard two minutes after it disappeared behind the mountains. Many people in the Gailtal were witnesses to this strange sky phenomenon. The light was of an intensity hitherto unknown and never before observed. One witness, Inspector Vorderegger, who lives in Hermagor, Karnten, described the object of red-bluish colouring which ran into a tail of blue-white. He could not judge the height, distance or shape. It made no sound as it passed over.

BIG RED BALL OVER MONTREAL

Many reports have reached FLYING SAUCER REVIEW of an unidentified flying object seen over the Montreal area on the night of March 22.

The Royal Canadian Air Force confirmed that they had several telephone calls about the mysterious object first sighted at about 9.30 p.m.

One man described it as "large and red." He said it "travelled from west to east across the sky. About five minutes later it took off like mad from the east at a very high speed and very high altitude. I looked at it through binoculars.

"The object appeared to be in two parts—a big red ball and something else behind it," he said.

A Royal Canadian Air Force spokesman said: "We receive calls about UFOs all the time." (Really!—Ed.)

RUGBY FAMILY AND NEIGHBOURS WATCH UFO FOR 1 HOUR

A bright round object of tremendous size, emitting sparks, was seen in the north-western sky over Rugby, England, on March 12. The UFO was seen by lorry driver, Mr. Allan Entwistle of 28, Sun Street, Rugby. He saw the object while walking home with his wife along Clifton Road. It appeared to be spinning and descending slowly.

On arriving home, Mr. and Mrs. Entwistle, and the neighbours all watched it for about an hour. It made a "buzzing or humming like an electric motor" was Mr. Entwistle's description of the UFO's sound.

The object definitely pulsated and changed colour through orange to white and back to orange. It was shaped "like a penny, but with a strange projection at one side."

When asked the apparent size of the object by comparison with a sixpence held at arm's length, Mr. Entwistle replied that it "was three times larger." He estimated it to be about between 500 and 1,000 ft. He was confident it was not an aircraft or a balloon.

DOME-SHAPED CRAFT TAKES OFF FROM FARMER'S FIELD

Woomera rocket range scientists are investigating reports from Purnong, 90 miles north-east of Adelaide, of eerie sky lights and strange happenings in recent weeks.

Percy Briggs, carrier, and Carl Towill, postmaster at nearby Claypans, said that at 2.10 a.m. on March 13, they saw a huge dome-shaped craft similar to a spaceship, take off from a farmer's field.

Briggs added that they first saw the thing sitting on the ground like a huge brightly-lit circus tent. They felt something inside the craft was watching them. When they were 200 yards away the thing shot upwards into the sky.

REPORT OF SAUCERS LANDING IN NORTH ALASKA AND NORTH POLE

Lee R. Munsick, formerly assistant director of NICAP, told members of the Denville Rotary Club that UFOs have been seen "landing and manœuvring" in Northern Alaska and the North Pole area. These events took place in the past two weeks, Munsick said on February 19.

The Alaskan sighting involved a single disc craft that was seen by a party of trappers about 200 miles east of Umiat. The men estimated the UFO was about two miles away when they first noticed it. The craft rose and descended to within a few feet of the ground several times, then flew slowly in a tight circle before disappearing. The men said the object was red-coloured. The Polar sighting, Munsick said, was made by two Norwegian soldiers.

This report has reached the REVIEW from ICARF. Further details are being asked for.

AQUAMARINE UFO OVER ISRAEL

An aquamarine object was seen streaking across the sky at Safad, according to the *Jerusalem Post,* at 8 p.m. on March 8. It disappeared within seconds in a southerly direction over Mt. Meron. The object was clearly observed by the Mt. Canaan meteorological station.

AND NOW SQUARE SAUCERS!

According to a report in the *New York Daily News* of February 28, two Scandinavian Airlines pilots reported independently that they had seen "square" flying saucers on the night of February 24 over Denmark.

Round the World Index to Sighting Reports in this Issue

	Page
AMERICA	
Bermuda	8
Canada	8, 9
Mexico	8
U.S.A.	2, 8
ASIA	
Israel	9
U.S.S.R.	5
AUSTRALASIA	
Australia	9
EUROPE	
Austria	8
Denmark	9
Gt. Britain	5, 9, 10

Readers will appreciate that the sightings reported in this issue are only an infinitesimal portion of those received. Space limitations prevent all being published.

Venus and the Nose-cone Light

A study in the Lunacy of Explainistics

by

Charles H. Gibbs-Smith

M.A., F.R.S.A. F.M.A., Comp. R.Ae.S.

ON THURSDAY, FEBRUARY 26th, 1959, between 7.25 and 7.45 in the evening, a yellow disc was reported by officials as hovering over London Airport. *The Times* said that R.A.F. Fighter Command H.Q. described the light as " a bright yellow light varying in intensity some 200 feet from the ground. It stayed in one position for about 20 minutes, then climbed away at high speed." Police, air traffic controllers, and others apparently had it in view and examined it through glasses. Radar operators, however, reported that the light did not appear on their screens. This, by the way, is not uncommon in such cases.

Later there came the inevitable attempt at explanatory debunking. I have not had time, before going to press, to follow up the obvious lines of enquiry through the " met." office, and elsewhere. But the debunking explanations given out were delightfully stupid, and fall into two parts: (a) the light, when it was hovering, was " undoubtedly the planet Venus "; and (b) the light, when it climbed away, was the " nose-cone light of a civilian aircraft." A " London Airport spokesman," whoever he might be, gave the explanation at (a), and the Air Ministry are said to have given that at (b). I telephoned both the Ministry of Transport and the Air Ministry, and both denied that they had put out any such explanations. I believe them. I know people in both these Ministries, and they are not fools. Nobody but a fool—and a monumental fool at that—would give the " nose-cone " explanation. In any case, the Air Ministry would not dream of issuing any doubtful statement in view of their own Minister's answer to an enquiry in Parliament, an answer written, of course, by his own officials. The Minister (the Hon. George Ward) spoke as follows on March 11:

" A pale yellow light was seen by officials at London Airport above one of the runways from 7.25 to 7.45 on the evening of February 25. There was no corresponding response on the airport radars or on air defence radars. The light was not identified. . . . There was insufficient evidence to determine what the cause of this light could have been."

(It will be noticed, by the way, that the Minister gave the date as February 25 and *The Times* (and other papers) as February 26. We have not got that sorted out yet.)

By the fact of this honest and straightforward Ministerial reply in the House, we can, I think, rule out a hoax from the start, and take it that *something* was seen, and seen for a considerable time. So let us first come to this ancient explanation of so many UFO problems—the planet Venus. One spokesman said that it was " undoubtedly the planet Venus," another that it was Venus distorted by a stratum of cloud.

We are therefore asked by these characters to believe that officials at a great international airport—who see hundreds of lights every night—cannot identify Venus when they see her. Since they are on the watch every second, why did they not see Venus before? and why did they not see her after the times given? Did they see Venus distorted by cloud at one minute, and not know it was Venus? and later see Venus undistorted by cloud, and not know it was the same object they had been looking at just before? After all, the position in the sky must have been the same.

Whoever put out that Venus explanation automatically accuses his colleagues at the airport of being dolts of the first magnitude. Anyone used to watching the sky has seen Venus in every mood, and would recognise her immediately. The Venus explainers always seem to overlook three

Our Contributor

Keeper of the Department of Museum Extension Services at the Victoria and Albert Museum since 1947; formerly Director of the Photograph Division, Ministry of Information; is Chairman of the London Committee, English Speaking Union. He is author of numerous books, including *Basic Aircraft Recognition, The Aircraft Recognition Manual, Ballooning, A History of Flying,* and of the forthcoming Science Museum Handbook entitled *The Aeroplane : an Historical Survey of its Origins and Development*. He has made over 60 radio and television broadcasts.

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important points in their hurry to explain, i.e.

1. that experienced sky-watchers know the vagaries of Venus;
2. that on the occasions when a greenhorn does take Venus for another object, *she never appears large*; and
3. Venus *never appears to be close at hand.*

I know, because in my greenhorn days in the war I myself have plotted Venus to our Observer Corps Centre—and they to Fighter Command—as a drifting barrage balloon seen head-on, which we had been told to look out for. Although it appeared opaque, spherical and shadowed, it did not appear either large or near; in fact, it seemed to be at least four or five miles away. (It was, you will remember, the Venus explanation which brought such ridicule on the official explainers in the Mantell case in the U.S.A. when Venus was not even properly visible.)

They Should Know

If anyone in the Control Tower at London Airport—or some other airport official trained in observation—saw Venus that night and did not know it was Venus, they should be sacked immediately, for they cannot be of sound mind.

Then, what about the " nose-cone light of a civilian aircraft " theory, to account for the rapid climb and disappearance of the object? By the way, I trust that no one advanced the theory that the UFO, when hovering stationary " above one of the runways," was a nose-cone light: if anyone advanced *that* theory, not only the " advancer," but the man who appointed him to whatever job he holds, should be summarily dismissed without compensation, for implying that the observer who was looking at such a thing—with a whole bloomin' aircraft attached to it—was a raving lunatic.

It was presumably when the UFO got going that the observers are accused of being fooled by the nose-cone light of an aircraft taking off. After mature thought, I would say that whoever advanced this theory, along with whoever appointed him and all his friends, should not only be sacked but heavily fined; for no one but a pathologically acute bloody fool—to coin a term—could even conceive of such an idea, let alone have the temerity to advance it in public. The mere idea of such an idea is nauseating. For, consider what such an idea implies. Mature men—presumably responsible men—are, according to this theory, watching a light which they cannot distinguish from Venus, when suddenly along comes an aircraft on the ground or in the air with a nose-cone light—to say nothing of its navigation lights and possibly cabin lights and its thunderous noise to mark its progress—an aircraft which comes along in such a way as first to approach unseen, then to overlap the hovering light (or poor Venus); having overlapped the hovering light, the nose-cone light leads the observers' eyes away from the hovering light—or is the hovering light or Venus suddenly extinguished at this split psychological second?—and takes those trained observers' eyes off and up into the air and away.

Aircraft Would Not Be Lost

Even the sparrows on an airport know that an aircraft taking off at night appears to the earth-bound observer as rising gradually, and receding slowly from view, along with all the cabin lights (if a passenger machine) and navigation lights. If a Boeing 707, or Comet, the rise would be faster, of course, but with the noise that those babies make, there would be no losing " sight " of the aircraft from start to finish of the take-off, and it could not overlap or take over from any other light in the sky.

If trained men on duty at London Airport can report that a strange light had climbed away at high speed and been in reality looking at an aircraft—the strange light having previously been hovering in front of them—and if other officials state that what the observers first saw was Venus; and if they say that what the observers saw rising was the exchange of Venus for an aeroplane nose-cone light; then, the sooner the entire staff of London Airport are replaced by Girl Guides the better.

There comes, O Reader, a time when the explanation of a phenomenon can become more fantastic than the phenomenon itself. No one knows better than the present writer that there are thousands of crack-pots the world over who are hard at work seeing and reporting UFOs that do not exist. The presence of this pathological majority seems to convince some of our friends that the minority of normal observers are also

(Continued on page 31)

UFO WAVES FOLLOW A CERTAIN PATTERN

by Antonio Ribera

Our contributor is Vice-President of the "Centro de Estudios Interplanetarios," Barcelona, Spain. His article reports on the discoveries made by his compatriot, Eduardo Buelta. These discoveries may rank as the most revolutionary so far in UFO research. They complement the work already achieved by Monsieur Aime Michel with his theory of Orthoteny.

IN THE January-February, 1959, issue of FLYING SAUCER REVIEW Professor Charles A. Maney, in his article "NICAP and the UFO Challenge," referring to sighting concentration periods, states: "But it must be pointed out that long lulls do exist between the peaks of sightings. Just when the next concentration will occur, or where it will occur, cannot be predicted upon the basis of previous records, for the reason that no basis for prediction has yet been discerned."

Now, this is not exactly true. We in the C.E.I. do believe the sightings follow a certain pattern, both in time and space. This is the amazing discovery made by Eduardo Buelta, the leading Spanish UFO researcher, who has devoted many years of his life to the gathering of data and the study of flying saucers. Buelta, a distinguished engineer, first discovered a certain rhythm in the waves of UFOs. He linked these regular two years and two/three months peaks with a most surprising fact; the oppositions of Mars, i.e. the times in which Mars was at the shortest distance from earth. Buelta, a broad-minded man, not bound by group or national prejudices, studied the UFO phenomena all over the world, not believing that it was declining since the saucers appeared no longer in such large numbers over his own country.

Then he made his second outstanding discovery: his studies of the UFO situation indicated a movement eastwards of the peaks, as if the earth was being submitted to a close and methodical survey.

But first let me recapitulate what has happened up to the present day. UFOs have been sighted by observers since the remotest times. We have Egyptian, Greek, Roman and Medieval sightings. But, it must be remembered here that man had been for centuries in the wheel, horse and cart stage, not reaching beyond it until about 150 years ago, i.e. from the first use of steam engines. The first railways, the first steamships and balloons must have put *them* on guard. Then came the first aeroplanes, the motor cars, the big liners, the men-o'-war, followed in recent years by the Second World War, jet planes . . . the A-bomb and the rockets!

Then, from a routine patrol and check on the earth, earmarked as "planet suited to intelligent life, but this, represented by terrestrial man, has not reached very high standards," *they* passed to a closer surveillance, evolving a plan to explore *thoroughly* our planet, with a special stress on atomic plants, airfields, railways, cities, planes, and other things which did not exist one hundred years ago.

They must be alarmed, of course, after the first launching of the Russian and American satellites, and especially after the launching of a big missile, which very narrowly missed the moon and is now in orbit around the sun. A sign with "Trespassers will be Prosecuted" will be raised somewhere in the boundaries of Outer Space. Man has not yet proven himself wise enough when he ventures forth into space to dispense with his narrow nationalistic views, his class consciousness, his colour prejudices and his hates, his selfishness and his stupid conceit.

The shifting East of the sighting peaks could be for the following reason: Suppose that *They* have a satellite base in space, a big wheel-shaped craft hovering around earth, at, say 36,000 kilometres from its surface. This would be a "24 hours orbital satellite," which means that it would

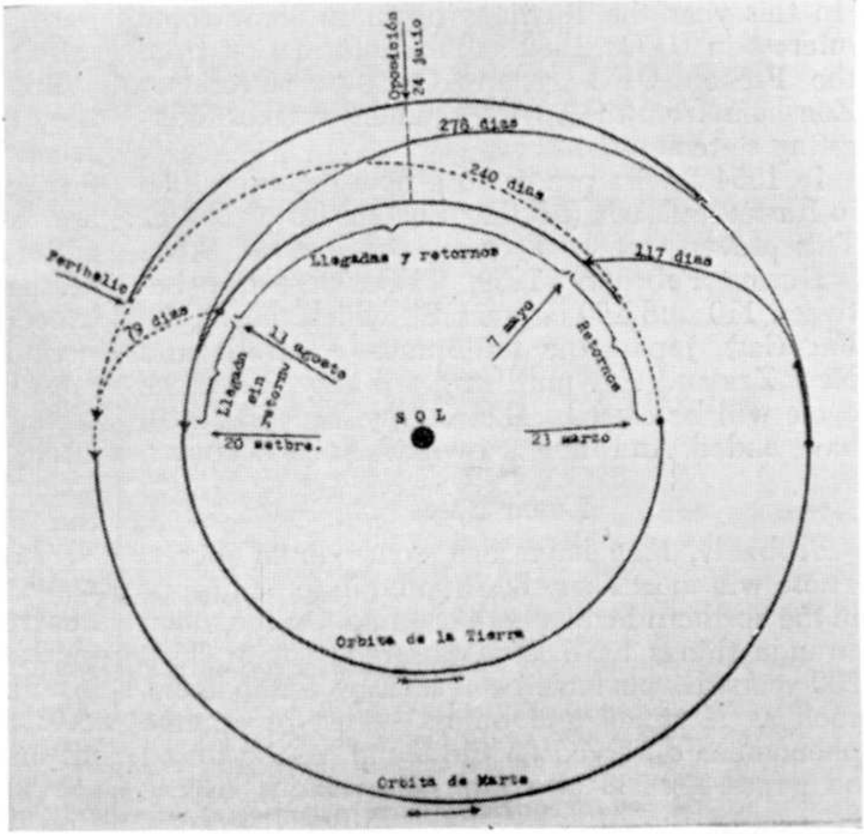

Fig. 1. Extreme trajectories—the longest " possible " ones and the shortest " useful "—between Mars and Earth in the 1954 opposition.

——————— Projectories Mars-Earth.

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complete a tour of the earth every 24 hours. Its orbit's plane has a rotation movement contrary to that of earth, i.e. a movement of counter-precession, the aim of which is to maintain always this orbital plane face to the sun, in order that the satellite base does not merge into the earth's shadow. Probably, this satellite base takes its power from solar light. *Due to these two combined movements, the satellite shifts apparently one degree eastwards daily, covering little by little the whole earth.*

From this spatial base, invisible to the naked eye, would be launched the small reconnaissance units, disc-shaped craft with a small central dome, some 4-5 metres wide and 1.50 metres high. They would be manned by small pilots, such as seen frequently in France during the autumn of 1954, and less often in other places. As to the types of craft they have, we must note also the big cigar-shaped ships, probably mother ships of the small saucers, which have been reported usually in the ionosphere, about 80 kilometres over the surface of the earth. Also, the true interplanetary ships, enormous discs 70 to 100 metres wide, with a ring around their waists; this ring marks a toroid cabin for the crew, who stand with their feet pointing to the rim of the disc and their head towards the centre of it, since the big disc—a true gyroscopic device—has a circular rotation which generates a centrifugal force, equivalent to an artificial gravity. This space ship goes flatwise through space, since no streamlined forms are needed there, in the interplanetary void. This, indeed, is a true space ship, and not like the childlike rockets we find in science-fiction stories! These space ships cover the trip from Mars to earth and vice-versa, following courses seen in Fig. 1.

Now look at the waves and their peaks: A methodical survey of Earth began in 1946, a short time after the end of World War II. During this war there appeared the famous " foo-fighters," a type of immaterial, remote-controlled, television unit. The 1946 survey began probably on the Western coast of America, coinciding with the Mars opposition, which took place at the end of 1945. It is important to note here that if the waves took place *exactly* every two years, they would fall always on the same place, but since they occur every two years *plus* an average of 57 days, this explains for the shifting East of the waves.

In 1948 they covered the eastern half of the Pacific.

From now on, we began to obtain more precise data: in June, 1950, they covered the western half of the U.S.A.; north and mid Atlantic, and the whole of South America (Brazilian sightings; Rio snaps).

In September, 1954, saucers were over all Europe, with special attention being paid to France, Africa, Near East and European Russia.

(In this year the Russians begin to show some interest in UFOs; they ask for information from the French UFO group "Ouranos"; Professor Zonshain, from the Soviet Academy, makes interesting statement.)

In 1954 Buelta predicted a new peak for 1956 in Russia and Asia (not Far East) as far as 110°E. This proved true!

During February, 1959, UFOs were due between 110 and 160 degrees E., which means the Far East, Japan, the Phillipines, Australia and New Zealand . . . until in April-May, 1961, the cycle will be closed. The survey of earth will have ended. And then . . . what? Nobody knows.

Lunar Bases

Probably, *they* have also some lunar bases. These will most likely be situated in three groups in the northern hemisphere of Luna. On the moon strange things have been observed for at least 200 years. Lights have been seen by astronomers, such as Herschel and others. A list of strange phenomena observed on the moon can be found on pages 230-235 of Harold T. Wilkins' *Flying Saucers on the Attack* (Citadel Press, New York, 1954). These three places are admirably suited for lunar UFO bases. The whole matter of lunar bases is too complex and would require another article to treat it properly.

But I have mentioned the lunar bases because they are probably linked with the strange second-peak or after-peak as seen in Fig. 2. The first peak coincides with the Mars opposition, and lasts 15 days before to 15 days after the opposition ends. This first peak is caused by the arrival of space ships from Mars, since study of the trajectories shows that during this opposition period they cut the orbit of earth, and it is the most favourable time to do the crossing. But the second peak appears between 75 and 85 days later; These second-wave ships go to the satellite space base or to the moon, where they discharge the small discs, and for reasons not known start 80 days later than the first wave. This second wave, then, does not come directly from Mars, but from the satellite base. This second phase has increased in importance since 1950, as if the installation of the base was completed then, and as if it was made specially for this intensive close-up survey of the last years.

Will all this add up to a real "Childhood's End"? Or, will *they* simply disappear when the survey is done? The answer lies hidden in Heaven.

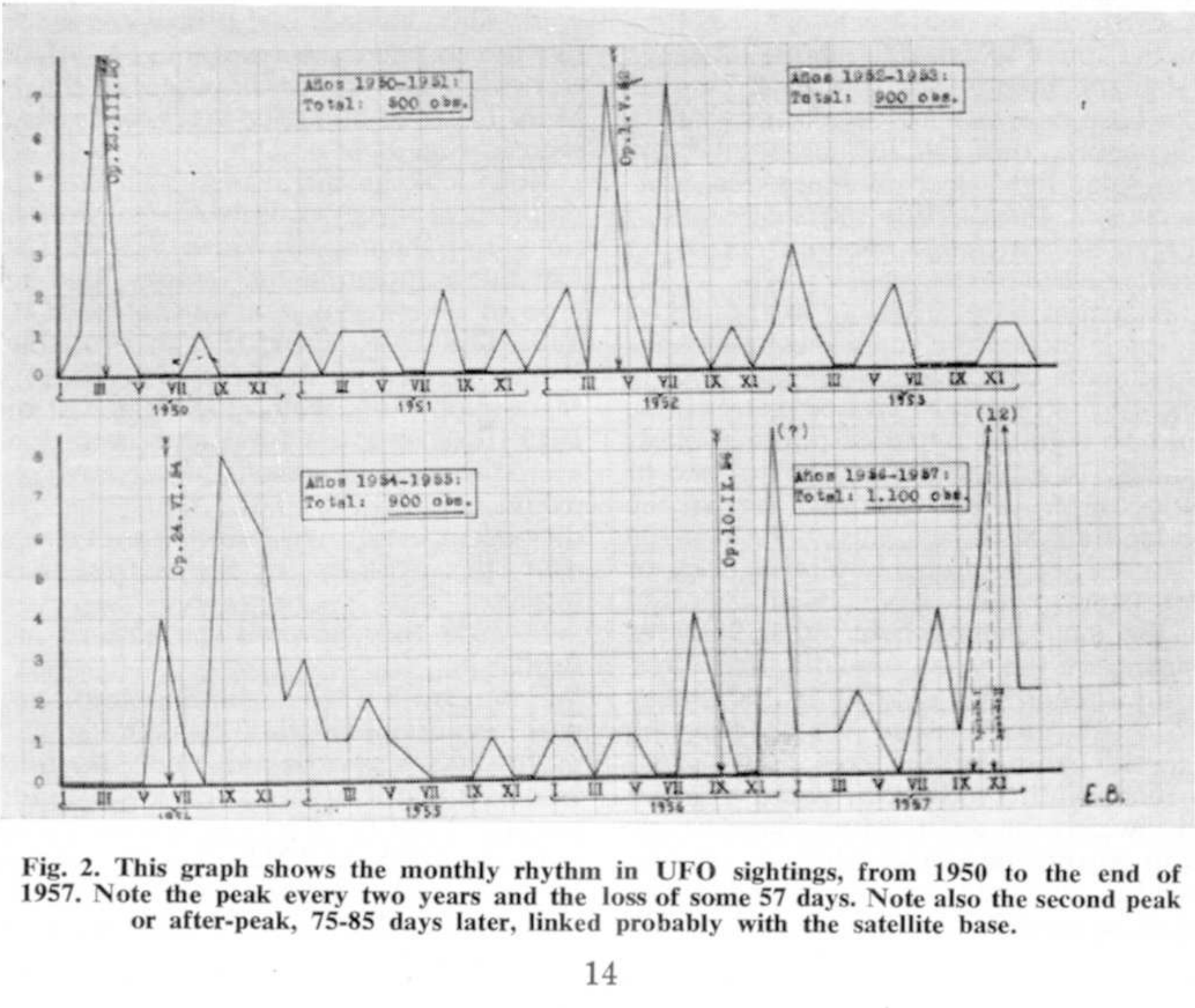

Fig. 2. This graph shows the monthly rhythm in UFO sightings, from 1950 to the end of 1957. Note the peak every two years and the loss of some 57 days. Note also the second peak or after-peak, 75-85 days later, linked probably with the satellite base.

International Saucer contact week-end gets world support

THE ANNOUNCEMENT in the last issue of The First International Flying Saucer Contact Week-end, which is to take place during the Whitsun holiday, has attracted world-wide interest and support.

In Britain the Press have responded well. The London *Evening News* wrote a story about it in their earlier editions on March 19, and Miss Anne Sharpley penned a light-hearted article on the project in her regular Week-end Roundabout feature in the London *Evening Standard* on Saturday, March 14. The provincial press, especially the Manchester *Evening Chronicle*, and the overseas papers have given considerable coverage to Contact Week-end. It is possible that the B.B.C. may televise some groups taking part over Whitsun.

Here in Great Britain, the Manchester Flying Saucer Research Society will be taking an active part, and Messrs Dale and Bunting, President and Vice-President respectively, are organising their own special plans for the week-end. Many enthusiasts have informed the Editor that they will be getting up parties for the occasion. Some will be on the Yorkshire moors; some on the Berkshire downs; some in the Scottish highlands; and your Editor will be in the Ashdown Forest.

Denmark has promised full co-operation. Captain H. C. Petersen, leader of the UFO organisation S.U.F.O.I., has arranged to have about 30 groups in the field.

Yusuke Matsumura, International UFO Observer Corps investigator for Japan, has reported that Japan's Contact Week-end Headquarters will be on Mt. Takao, where it is planned to keep an all-night watch.

In New Zealand, our good friends, Civilian Saucer Intelligence (N.Z.), led by Harold H. Fulton, will be out in force.

Karl L. Veit, Editor of the German saucer newspaper, *UFO Nachrichten*, has informed his 10,000 readers and has also promised full support.

From the United States, from Brazil; from Argentina; from South Africa; from Iceland, Canada and Australia; everyone wants to be in on the most daring and the biggest attempt yet to contact the space people.

ADAMSKI TOUR DETAILS

At the time of going to press, FLYING SAUCER REVIEW has been notified of the following arrangements for Mr. George Adamski's public lectures in Britain:

TUNBRIDGE WELLS, Tuesday, April 21, 7.45 p.m., Pump Room, arranged by Mrs. Dann, 31, Madeira Park, Tunbridge Wells.

WESTON-SUPER-MARE, Thursday, April 23, 7 p.m., Grand Atlantic Hotel, Beach Road, arranged by Sidney M. Lawton, c/o Queen's College, Taunton, Somerset (ticket agencies: Ozzard, Parade Buildings, Taunton; Oliver Simpkins Ltd., 1, St. James St., Taunton; Tour and Travel Ltd., Waterloo St., Weston-super-Mare).

BOURNEMOUTH, Friday, April 24, 7.30 p.m., Linden Hall, Christchurch Road, Boscombe, arranged by Miss E. Towell, 22, Pinehurst Park, West Moors, Wimborne, Dorset.

LONDON, Tuesday, April 28, 8 p.m., Caxton Hall, Westminster, S.W.1, arranged by J. M. Lade, c/o FLYING SAUCER REVIEW, 1, Doughty Street, London, W.C.1.

BIRMINGHAM, Wednesday, April 29, 7 p.m., Large Theatre, Birmingham and Midland Institute, 7-18, Paradise Street, Birmingham, 1, arranged by Mrs. E. Thomson, Thicknall Farm, Thicknall Lane, Clent, Worcs.

MANCHESTER, Friday, May 1, 7.15 p.m., Houldsworth Hall, 90, Deansgate, Manchester, 3, arranged by J. A. Flashman, 27, Duncombe St., Higher Broughton, Salford, 7, Lancs.

EDINBURGH, Tuesday, May 5, details not yet received, arranged by W. P. Davidson, 19, Polwarth Crescent, Edinburgh, 11.

NEWCASTLE UPON TYNE, Friday, May 8, 7.15 p.m., Connaught Hall, Blackett Street, Newcastle upon Tyne, 1, arranged by J. L. Otley, 41, Deanham Gardens, Fenham, Newcastle upon Tyne, 5.

(Continued on page 31)

12 Years of flying saucers . . . what next?

by John McCoy

FOR TWELVE years now, we have lived with the unidentified flying objects. Slowly, but surely, the public throughout the world has come to regard them in a serious light. The concept of visitors from outer space is certainly not so remote or unlikely to the average person as it was in 1947. However, it is not only interest in UFOs that has grown over the years, but also in many other subjects. Those individuals who first became enamoured with the mystery of space-craft from other worlds are now branching into the new theories making revolutionary changes in archæology, anthropology, physics, and psychology. They are looking to the past to discover that man's place in the scheme of things on this planet is rather different from that previously supposed by the more narrow elements of archæology and anthropology. The discovery of the Oreopithecus Man in Italy pushes man back to an age of twelve million years or more. This means that cultures of much greater technological advancement than ever before imagined may sleep beneath the polar ice or behind the " green hell " of some unexplored jungle region.

All in all, the interests of the public seem to be spurred on by a recognition that the materialism of modern, mechanised, money-oriented society is not enough to satisfy the inner nature of man. During the Dark Ages, a tremendous burden of fantastic superstition and fear was placed as a control mechanism upon the people by the Church. Matters of metaphysics, occultism, extra-sensory perception, psychism, spiritual powers, and the like were perverted to the ends of Rome, and so abused and debased that when the light of the " Rebirth " shone out, anything pertaining to these matters was swept aside, whether it was truth or falsity. The rising tide of the new science held nothing but disdain for the Church which had bound it to a dogma set at controlling the free thought of man, even to the extent of denying proven scientific fact and forcing " scientists " to " recant." Thus it was that a great wave of materiality swept over the world as scientific enlightenment came. The Church, ever ready to adapt itself to changing conditions, even became more " material " in its approach. Extra-sensory perception, the basic nature of man, " spiritual powers " and all psychic phenomena were relegated to the trash heap as through the years science progressed to the pinnacle of dogma from which it had displaced the Church.

During the period after 1850 the era of materialistic thought was at its peak. Darwin contributed much to the idea that man was his body and that " mind " was somehow a product of the brain. To the scientist or informed intellectual of the day consciousness or awareness was simply an afterglow from energised brain cells. Something, however, happened in the late 1800's to change this trend. Dr. G. H. Williamson says in his book *Other Tongues—Other Flesh* that a great influx of outer space influence took place at this time. No matter from where the influence came, it was certainly felt. Almost overnight, historically speaking, all the things which had so roughly been abandoned by science began to be examined by the more intelligent and far-sighted investigators. Man begins once more to quest for the full realisation of his ultimate nature and its expression in the physical world.

Today, these ideas do not have the full approval of science or the public, but all mankind has realised to one extent or another that materialism is not the answer to earth's problems, and that the answer does lie somewhere in the realm of an understanding of Man's own true and basic nature. The trend away from materialism is now being felt in every field of study. As we mentioned, archæology is being transformed. Psychology is being shaken to its roots. Physics cannot maintain the pace set by brilliant young scientists. Religion itself has undergone remarkable revision. Thousands have become receptive to the non-materialistic concept of life. Such

Our Contributor

Author of *They Shall Be Gathered Together, Soarings of the Eagle,* and co-author with Dr. George Hunt Williamson of *UFOs Confidential,* John McCoy has contributed much that is both thought-provoking and important to thinking people in these critical times. He has lectured extensively in both Canada and the United States. He will shortly be carrying out research in Mexico in conjunction with some of Dr. Williamson's discoveries in Peru.

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great literary figures as Aldous Huxley have spoken out about saucers and against the growing materialism of the day. His new book, *Brave New World Revisited,* is an absolute must. By many means is the public mind being prepared for new thought and new ways of living.

I believe that this is the prime purpose for the appearance of the space ships. They symbolise the new era into which we are entering. Doubtless, they perform many other tasks, but, to me, the most important is the signalling of the rebirth which is approaching.

Indeed, man on this planet must achieve a new birth. He has polluted his body with poisoned and lifeless food, not to mention atomic fallout. He has poisoned his mind with tawdry and materialistic thoughts, focusing his attention and setting the standard of his values upon material wealth. He has forgotten and even fought his spiritual heritage and brotherhood with all men. Yet today the tide is turned against the destructive concepts of materiality. The people cry for peace, while the world leaders speak about and prepare for war. The planet and its people have reached a point of decision. Slowly, but surely, we are forced to evolve our patterns of living. Our horizons are being widened, and we must find a new way or find destruction in outmoded "theory" and organisation.

What are we UFO enthusiasts to do in the face of all of this? We must avoid becoming a narrow cult in a time which demands such broadness. There are some persons who cannot tolerate anything but an objective study of sightings of UFO and not even extremely sensational ones at that. There are also those who go about intolerant of objective research, unable to see anything but the numberless contact stories, so called. There are those who go about telling us what the space people say. Indeed, it is an interesting message that they bring, which conforms to the pattern of the truth and knowledge which has been discovered on earth already. They confirm and repeat it. However, when earth people repeat and repeat and repeat once more, the obvious, not to mention personal pet inanities, the UFO groups look like fugitives from lunatic asylums. If the space people are as insipid as some indicate by their rather naive and unreal stories, then woe be unto the space people. The point is that we must find the stable middle ground in UFO research where the most objective and well-informed investigators may examine with scientific profit the wildest of claims and experiences.

To do this requires a broad and plastic background in all phases of life and knowledge. UFOs are not so important in themselves, but in what they symbolise—the changes which are about to take place on earth. Our truest course will be to prepare ourselves as well as possible to see to it that the proper changes take place at the proper time. Neither the space people, God, nor any other "supernatural" source is going to hand to earth on a silver platter its new discoveries in science, technology, philosophy, politics or religion. Indeed, it is we, the *avant-garde,* who are responsible to a great extent for these discoveries.

Do Not Limit Your Concepts

Let us not limit ourselves to flying saucers or to any set group of subjects. According to eastern philosophy, Truth is elusive and cannot be contained. Therefore, to find it, we must be as broad and infinite as is Truth itself. Do not forget the UFOs, but do not hesitate to take the next step into the fresh new land of discovery. And do not forget that the age of guesswork and bias is over. No "cause" or group will bring "truth" to the world. All men working together sanely and objectively will bring about freedom. In the past we learned that unproven theory and pure belief brought about the enslavement of men's minds. Let us not forget that the theory which cannot be proven is no longer worth believing. Many years ago there was such a scarcity of knowledge and understanding that almost anything was acceptable. However, today there is no such scarcity. We must carefully pick and choose that which is workable truth.

The condition of earth at the moment is reminiscent of the Biblical prophecy of the great harvest and the few workers. There is a great deal to be done in ushering in the many changes and advances in so many varied fields. There are very few people to perform these tasks. Thus it is that this situation places the UFO researchers in a position where they may broaden their field of endeavour, as many are doing, and aid at this critical point in the cultural evolution of earth. I do not foresee that the UFO researchers will fall down on a job which I believe they were meant to perform.

FLYING SAUCERS AND ATLANTIS

WHEN GLANCING at the profusion of flying saucer literature which has flooded the market in the last few years, one cannot fail to observe the constant intrusion of an almost mythical page from the earth's past history —the lost island continent of Atlantis.

This magical name has crept silently into the stories and facts related by the many who have claimed contact of any kind with people from outer space. Quotations from communications frequently include such phrases as "We remember Atlantis"—"We were incarnate at the time of Atlantis," and the more startling "Until Atlantis rises your earth planet will never regain its true path of evolution!" Information concerning both the Atlantean continent and its predecessor—Mu—appears to rank high on the list of pet subjects attributed to our extra-terrestial friends.

Many of you will find yourselves asking what such a strange connection portends. Why should this fabled portion of the earth's surface prove of such interest to the peoples of other spheres?—a segment from pre-history, the authenticity of which still provides an argumentative topic for the materialist who cannot accept the fact that a continent ever existed in the region of the Atlantic Ocean! That Atlantis existed we agree is difficult to prove, but it is also equally difficult to disprove, and the scientifically-minded seeker was, until recently, left to fall back on the valuable but now outdated discoveries of such stalwarts as Donnelly and Spence. The more recent work of Professors Lednev and Zhirov will, we hope, help to clear the mist which has enveloped the subject from the scientific standpoint.

Whether we of earth are prepared to accept Atlantis as factual or not does not appear to deter our space friends from doing so, and it strikes one as strange to consider that "outsiders" should know more about our planet and its history than we do. Of course, there is a saying that a native never knows his own city!

But let us return to the question of flying saucers and Atlantis. There appear to be two ways in which we can seek the answer; one is by achieving a personal contact with someone from another planet who will give us their views (this consideration only becoming effective if you accept space people in the first place), and the other, which is equally hypothetical (but more likely to appeal to the rational minded), is by a process of logical deduction.

Let us take the first suggestion. I have been privileged to work with a group who have communication with the peoples of several planets. The extent of this we are not prepared to state at the moment, but we have much information to hand. Upon glancing through our records, we note that the strongest connection with Atlantis appears to belong to the Venusians. We have received information from people of two other planets whose knowledge of the Atlantean civilisation is by no means limited, but they do not claim to have been there in the past. Perhaps if I relate to you a few of the points mentioned by our Venusian friends, you may judge for yourselves.

Certain beings, who had been incarnate upon the planet Venus, elected to reincarnate upon the earth in order to assist with the evolutionary strain of our planet. These people started the civilisation which we call Atlantis, which was built up in a truly spiritual fashion. When the fall of Atlantis came about, due to the capturing of the planet Luna (also known as Lucifer) into the earth's orbit, making it a moon, there were many people who perished in the upheavals. Among these were the spirits of many Venusians who were very evolved and did not wish to return to earth again in its new retrogressed state. They therefore returned to their native planet, and were able to assist it at a time when the people of Venus were themselves passing through a tricky point in their evolutionary cycle.

There are many people who believe that in the latter days of Atlantis, people were taken from its dying grasp by flying saucers. That the Venusians had such machines at the time of Atlantis we do not doubt, but there is a question in our minds as to whether they were used in this manner! Our Venusian friends say that confusion has arisen over this subject, but until the deciding hand of time elects to prove or disprove any of these theories, they must remain purely hypothetical.

In order to get a clearer picture of the link between Venus and Atlantis, it is necessary for us to take a glimpse at the future—at the time of the forthcoming axis tilt. There are many who believe that Atlantis will be one of the lands to rise during this catastrophe and that the link between Venus and Atlantis will be resumed physically when our friends land en masse on the newly-arisen Atlantis. They will assist with the rebuilding of the great continent and help man through the lean years—the times of chaos which will follow the tilt.

by
JACQUELINE MURRAY

Quite a lot of information has been received from " space " sources concerning this future tilt of the earth's axis. That there will be a catastrophe seems to be unanimously agreed upon by our planetary friends, but its causes have been attributed to a variety of suggestions the accuracy of which the future alone may stand to witness.

Certain schools of " saucer " thought are inclined to decry those who communicate with planet people by telepathy or kindred means, but, in their defence, I would like to ask how else the more practical arrangements for meeting them can be achieved? Our own contacts originated telepathically and we have received much data in this fashion which ties in identically with information received by many who have claimed immediate physical meetings.

But to return to the more factual side. How can we associate Atlantis with the peoples of other planets, when trying to view the picture through the eyes of a person who has no contact of any sort with " outer space"? Firstly, we have got to decide for ourselves whether or not we can consider that these extra-terrestrials are belligerent. Discarding the suggestions offered by topical science-fiction writers and endeavouring to judge the question in a logical sense, the fact that they have refrained from attacking us to date appears to weigh in their favour as being of peaceful intent. So we have established the idea that we

(Continued on page 25)

Our Contributor

Miss Jacqueline Murray, President of The Atlanteans, is both an accomplished and beautiful young woman. She worked in professional welfare work for four years, before entering the Theatre. Author of *Daughter of Atlantis,* Miss Murray has now completed a second book. An expert horsewoman, Poet and Lecturer in Philosophy, our gifted and intelligent contributor also has an operatic voice of considerable distinction.

SPACE PIONEER

Was the founder of modern astronautical thought a Russian?

asks **Geoffrey Norris**

(Reproduced by kind permission of "Royal Air Force Flying Review" from their September, 1958, issue)

WHO IS the "Father of Space Travel"? This is a tremendous claim to make for any one man but the Russians have no hesitation in naming one of their countrymen, born just over one hundred years ago, for this exalted position.

He was Konstantin Eduardovitch Tsiolkovsky, a quiet, modest and unassuming schoolteacher who lived in a remote part of Russia—Kaluga, about 100 miles south-west of Moscow. He suffered from premature deafness and from the pranks which this affliction enabled his pupils to play. He was a self-taught scientist.

"Unlikely material for a space travel pioneer," you may think. Perhaps this is just another unsubstantiated Russian claim. But look at just a few titles from a long list of books and scientific papers published by this man. *Rocket into Cosmic Space*—1903, *Study of Inter-World Spaces by Rocket Propelled Appliances*—1911, *Investigation of World Spaces*—1914. *Cosmic Ships*—1924. . . .

Quite impressive. "But," you may say, "it depends whether what he wrote made any sense." Let's examine the career of this obscure schoolteacher and see if Soviet propaganda is justified.

Tsiolkovsky was born on September 5, 1857 (Russian old-style calendar), at Ijevsk, in the district of Ryasan. His father was a Pole, a forester by profession and a remarkably unsuccessful inventor in his spare time. Young Konstantin was a studious child from the start, but an attack of scarlet fever at ten years left him almost totally deaf. This did not retard his education but only seemed to spur him on to even greater efforts of study. By the age of twenty he had acquired, entirely through private study, a wide knowledge of science. In 1876 he began a career as a schoolteacher but each evening he used to hurry home to conduct his own private research.

His first efforts were brilliant, but unfortunate. When he was 23 he completed a lengthy study on the theory of gases. This, complete with conclusions, was forwarded to the St. Petersburg Society for Physics and Chemistry. It caused some consternation among the eminent members when it arrived.

For Tsiolkovsky's "original" work had all been carried out 24 years earlier by other scientists who had reached the same conclusions. The Russian's self-taught science obviously had some gaps in it, for Tsiolkovsky was quite unaware that his work was not original. It was a bitter disappointment for him, but he passed it off with the comment that it had been "good practice."

His ardour was by no means dampened and his mind turned towards problems associated with the movement of bodies in air. An airship was his first concrete idea. To help in the design of this he built, in 1896, the first wind tunnel in Russia. It preceded, by several years, that built in America by the Wright brothers.

With the help of this he was able to design a large, metal frame dirigible ten years before the German, Count Zeppelin, began designing airships. Tsiolkovsky sent these plans for a "guided metallic aerostat" to the General Staff. But the Imperial Russian Army, perfectly satisfied with its horses, did not seem unduly impressed, although the inventor's ideas had received several good reviews in scientific publications. During this same period Tsiolkovsky also thought around the idea of an aeroplane and produced some ideas on streamlining to cut down air resistance which were well in advance of their time.

If he had persevered in this work, Tsiolkovsky might well have become one of the great names in the history of flight. But something else was claiming his attention.

Perhaps it was the loneliness brought about by his deafness which set his mind pondering way

beyond the sky—to the stars and planets. "What lies beyond the earth's thin covering of air?" thought Tsiolkovsky. How could man penetrate this cosmic space? He had stumbled on a subject which was to claim nearly all his attention for the rest of his life.

In a typically thorough manner he thought meticulously around the problem. Not for him the huge cannon or "anti-gravity shields" which more flamboyant prophets of his day foretold. He realised that in airless space astronauts would need to be enclosed in airtight containers. He also realised that the rocket principle would have to be used for propulsion.

Disregarding the solid fuel rocket of his day as too weak and too dangerous, he began to look into the possibilities of liquid fuel rockets. He was probably the first man to suggest this type of fuel which is almost invariably used in large rockets today.

By 1898 he had completed his preliminary thesis and, after much hesitation on the part of the editors, it was published in the Russian magazine, *Nature and Men*, in the year 1903.

Tsiolkovsky described his rocket engine as "an elongated metal chamber containing substances which, when mixed together, will immediately cause a powerful and continuous explosion." The substances he had in mind included fuels of the kerosene type.

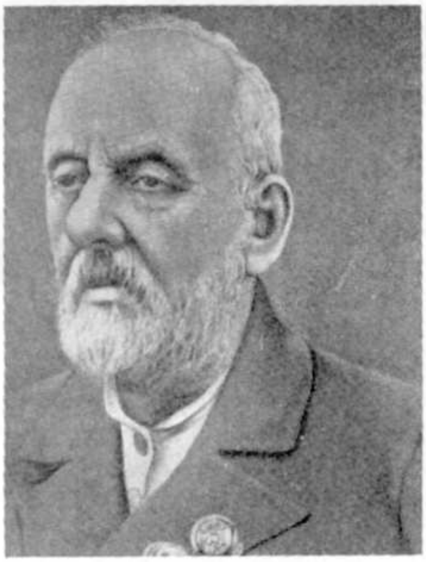
How it Worked

The Russian went on to explain that the resulting burning gases would escape along a narrow section of the chamber and would then emerge from "the ends of the tubes enlarged in the manner of funnels or wind instruments, with enormous relative speed." The language may be quaint, but this is a good basic description of the rocket venturi used today.

The publication of Tsiolkovsky's article did not, at first, arouse a lot of attention, but he carried on with his work and produced more articles. By the time that the Great War started and put a temporary stop to his work he had a large following in Russia—mainly among non-scientific people, for, as ever, orthodox science was slow to accept anything so daringly new.

After the war came the Russian revolution. Tsiolkovsky not only survived the upheaval but, somewhat to his surprise, found that the new Soviet Party regarded him as someone to be encouraged.

During the peak period of his activity, just before and just after the revolution, ideas streamed from Tsiolkovsky's brain. He produced many theories which are still used today.



Konstantin Tsiolkovsky

The step-rocket principle was thought out by Tsiolkovsky long before it became accepted as the only feasible method of getting a chemically-powered rocket into space. The Russian devoted much thought to these "Cosmic rocket trains," as he called them.

"Rocket train," he wrote, "means a combination of several uniform rocket appliances moving at first along a guide rail on earth, then through the air, and finally in space outside the atmosphere. But only part of the 'train' is carried into celestial space. The remaining parts, which because they are not needed for travel in space can be most simple in construction, will fall back to earth because they do not have sufficient velocity."

Modernise the language a little and these words might be applied to a description of a satellite launching. Yet Tsiolkovsky wrote them soon after the turn of the century.

He also thought out a novel variation on the step rocket theme which, with a hint of *Dan Dare*, he called "Squadron Rockets." But this was no unlikely fiction; it was a very sensible suggestion. The rockets would start from earth connected up in formation. When each rocket had used half its fuel the two rockets on the outside would transfer their remaining fuel to the other rockets and drop back to earth. The process could be repeated several times, each time with an increase of speed for the remaining rockets. "The rocket left at the end," wrote Tsiolkovsky, "would have attained cosmic speed"—by which he meant escape velocity.

(Continued on cover iii)

THE SIGNIFICANCE of the UNIDENTIFIED DELTAS

IN THE EARLY 1950s, when men on earth first began considering seriously the problem of space travel, a design for a satellite launching rocket vessel evolved and was depicted in many literary works produced by scientists. The shape of this machine was that of a gigantic tapering cone with massive swept-back guiding fins; but now that we have entered upon the space age we find that the satellite launching rocket is quite different from what was supposed: it is a long slim cylinder of modest dimensions with only the tiniest of triangular stabilisers.

* * *

On September 23, 1951, six F.86 fighter pilots observed a silvery UFO in the sky at an altitude which their aircraft were unable to attain. Five of the pilots subsequently said that the object, which was under observation for about forty minutes, appeared to be a craft with sharply swept-back wings, whereas the remaining pilot described it as a silver disc.

The significance of this report lies in the two apparently contradictory descriptions of the saucer.

Pilots of our Air Forces are men whose eyesight is generally above average and, if one goes with the majority (in this particular case), one must conclude that the UFO was either deltoid or very near it; but, should one accept the description presented by the minority, the saucer assumes the conventionalised appearance of vessels of its type, thus indicating that, as most people do not possess eyesight of such excellent quality as do the greater portion of aircraft pilots and/or do not have the opportunity of observing UFOs at such close quarters—in the incidence of the greater number of reports received—they merely observe what appears to them to be a hazy disc-shape which is not a disc at all, but a delta!

It is my contention, based principally upon the above report, that probably the great majority of seemingly circular UFOs sighted, possibly even all—although I personally do not believe so—are not discs, but triangles.

It is obviously quite impossible to deny that discs exist because of the tremendous number of definite discs (mostly unmanned) which have been sighted, but there are a great many more indefinitely-shaped UFOs which could conceivably be—almost certainly are—deltas.

Another example of a similar observation to the above occurred on January 28, 1953, when another F.86 pilot noticed a bright white light near his aircraft. The light looked clearly discoid at first and the airman closed in on it.

by W. A. Watson

As he flew closer, the object executed a colour change typical of that which is to be observed when a UFO accelerates on "Hyper," or faster-than-light, drive: it changed from white to red and back again, repeating this several times. Then the light apparently resolved itself into a perfect delta and, as the fighter hurtled even nearer, at a speed well in excess of 700 m.p.h., the pilot became aware that there were actually two triangles, one above the other.

By this time the aircraft was no longer closing in, owing to the UFO's obviously increased velocity, and within the interval of a second the saucers had disappeared, presumably into space.

There was also the case of the flying triangles, discs and squares, etc., observed by M. Trouvelet over France on August 29, 1871.

In all of the above-mentioned instances the objects seen were proven to be something other than aircraft; they were space ships.

If a rocket designer such as Dr. Wernher von Braun were asked what shape he would build a space ship capable of touching down on a planet with a dense atmosphere such as Earth's, in all probability he would automatically say—"Deltoid," or words to that effect.

Now, is it not highly probable that an intelligent race from a world far distant from our own would construct its landing vessels similarly? Even supposing that this alien race is as highly advanced in its mastery of the forces of gravity as has been widely believed to date, I am of the opinion that not only is it possible, it is most assuredly so; for, if one considers that an aerial craft of deltoid form could, upon losing its motive power, simply glide to earth, while a disc would immediately hurtle to destruction.

Admittedly, the disc or sphere may be the more efficient shape for true space travel but, for aerial reconnaissance and atmospheric re-entry, the delta is unparalleled, despite many claims in the converse which have been propagated since flying saucers originally hit the news.

Discs, spheres and particularly crescents are more often than not observed from a distance and appear fuzzy and indefinite in silhouette—possibly secondary reasons, apart from those I have previously mentioned, being that the saucers are surrounded by an irradiant ionic force field or, at night, only portholes are visible (this also accounts for echelon formations of "discs")—whereas deltas are always reported as having been seen close to and, therefore, greater detail has been noted in the comparatively few incidents reported.

Descriptions

We can, because of this, say with almost complete certainty that:

(1) they are mainly about 45 ft. across and 40 ft. long, although I have heard of an infrequently-seen 300-ft. by 250-ft. version—more of a "lambda," to retain the original Greek terminology, than an actual delta (Albuquerque & Lubbock, U.S.A.—August 25, 1951; Nelson, N.Z. —April 9, 1958), and other medium-sized craft with a wingspan of between 100 and 180 ft.:

(2) their wing surfaces are completely smooth but for a ridge, apparently a form of powerful ionic rocket motor, which runs the full length of the ship from the front peak to the centre of the trailing edge (Sierra, Nevada, U.S.A.—July 24, 1952); the large model also possessing three double sets of such rocket motors along the rear of each wing (Albuquerque & Lubbock, U.S.A.—August 25, 1951):

(3) the upper surfaces of the wings are either transparent or translucent (Denmark—November 21, 1957); indicating the existence of an inhabited cabin, and it seems probable that there are up to eighteen portholes along the lower leading edges of the wings—the number being proportionate to the magnitude of the craft:

(4) they appear to have their chief auxiliary base on the moon as deltas have been observed at intervals crossing the surface of our satellite (four triangles—July 3, 1882) principally in the region of the crater Plato; note especially the triangular pattern of UFOs in Plato on November 23, 1887, and the red glow, once again in Plato, on October 10, 1916, which, along with many other similar occurrences (object leaving moon's surface to fly into space—April 24, 1874, etc.), tend to indicate that such craft may only be short-range reconnaissance vessels operating from a station in this obviously much-visited lunar crater.

It would appear from data compiled in recent years that this interplanetary base was established as recently as 1870; for, in Crater Plato, between August 16, 1869, and April of the following year, a continuous series of moving lights was observed, presumably during the construction of the port. As far as I am aware, no similar such concentration of luminosity has ever been observed elsewhere, nor has the performance ever been repeated.

90 and 180 Degree Turns

It may be argued that a delta is a quite unsuitable shape for the execution of 90 and 180 degree turns at speed; but is it? If the effective inertia of the craft can be reduced as far as we are led to believe, what does shape matter apart from the fact that it should be the safest? This I have already shown to be the delta. It may well be, of course, that only unmanned discs perform such astonishing manœuvres.

It is my belief that the small deltoid UFO is not a fully operational ship on its own, but is the nose portion of the much larger cylindrical ship which is fairly frequently seen in convoy with flights of "discs."

Amongst the latest terrestrial designs for an interplanetary cruiser is one depicting a long cylindrical fuselage with a nuclear power unit in the stern and a detachable winged rocket for the bow. Upon this liner's approach to a planet it would assume an orbit around the world, whereupon the winged rocket would break free to touch down upon the surface.

It is generally accepted that cylindrical UFOs —which also possess an ion-rocket in the rear—seldom venture below 100,000 ft., thus indicating that they are primarily interplanetary, or interstellar, ships which release their reconnaissance deltas at a considerable altitude and await their return upon the completion of their mission. This is exactly what our own space fleets will do with regard to other planets in the future.

Evidence in support of this hypothesis is to be found in sightings of tubular craft, some of which indicate them to be pointed at both ends (France —October 10, 1864, and August 20, 1880), whilst in the larger percentage of reports they are blunt in front and tapering to the rear (Colmar, France —April 6, 1856; Montgomery, Alabama, U.S.A.—July 24, 1948; Washington, D.C.—May 29, 1950, etc.).

In some accounts of the famous Vinther-Bachmeier sighting, over Sioux City, U.S.A., on January 20, 1951, it is notable that the witnesses are reported as having said that the cigar-shaped UFO which they had the good fortune to observe sported a pair of wings set further forward than they would have considered practicable. Is this not an excellent example of what I am endeavouring to prove?

The deltoid saucer may well be one of the more ancient kinds which I believe will make the final landings on earth, but, on the other hand, it may be an indication that the spatials are not so far advanced scientifically as we have hitherto supposed; possibly not much more than a century, and almost certainly no more than a millenium, ahead of ourselves. This applies, of course, to only the progenitors of the space-deltas.

This opinion is one which will, in all probability, be extremely unpopular in ufological circles, but it is a possibility which must not be overlooked despite the evidence to the contrary which has so far come to light (with regard to discs).

It is also perfectly feasible that my observations on deltoid UFOs may lend corroboration to the theory that there is more than one extra-terrestrial civilisation (but I doubt if there are more than two) scrutinising our world—each one at a different evolutionary stage and each one flying its characteristic type of vessel. A disturbing pointer in this direction is the fact that the luminous emanations from UFOs can be divided into two principal categories, namely—bluish-white and reddish-yellow.

It may be said by critics of my expositions that I am reducing the UFO to something too mundane—too largely confined within the limits of our " backward " earthly sciences—but I maintain that this is much more sensible than to carry it into the realms of fantasy and religious utopia, as many wishful thinkers have done until now.

Notes

(1) The term " Delta " has, in this article, been used in a much wider sense than is usual; it includes not only *true* deltas but also flying wings. I have done this merely that I may conveniently embrace, with one term, all the apparently extraordinary, almost terrestrial appearing, UFOs which I believe all fall into a similar category of space ship, i.e., the planetary landing craft.

(2) The various sightings upon which my presumptions are based are to be found in the " Flying Saucer Review," " Flying Saucers Have Landed" (Leslie and Adamski) and the "Report on Unidentified Flying Objects " (E. J. Ruppelt).

ANTI-GRAVITY by Dunk

FLYING SAUCERS AND ATLANTIS—continued from page 19

are dealing with a friendly people who are presumably more advanced than ourselves (mainly judging them by the fact that they do not fight!). Also it is reasonable to assume that they are way ahead of us scientifically—certainly in respect of inter-planetary travel.

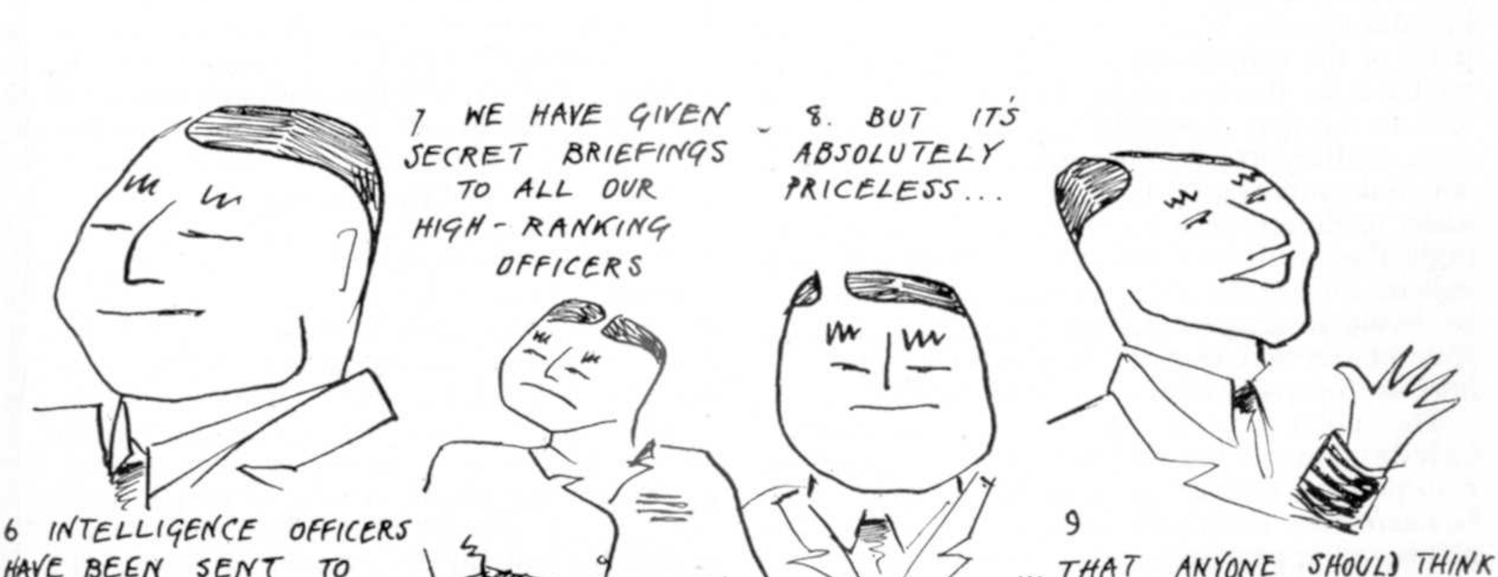
Now let us look at Atlantis whose legend has, for generations, been closely connected with the idea of a " Garden of Eden "—a perfect state of existence for man in a physical body. Due to a misuse of powers he attained in this state of existence, the myth tells us, Atlantean man paid the penalty of his folly with the loss of his inheritance, both physical and spiritual.

Those artists and writers whose imaginations have been captured by the story of Atlantis have painted for us a picture of man living in full harmony with both science and nature, and thus being familiar with the secrets of both. This idea has also seeped into the modern conception (I am speaking of those who are kindly disposed towards our friends) of peoples from other spheres —that *they* are as we on earth should be. The Atlanteans of old failed to withstand the evil influences which were cast upon them in the latter days, and they used the forces of nature wrongly. Many people today feel that it is up to us to accept help only from those space-people who are more evolved than ourselves and are therefore in a position to instruct us, and reject the lesser desirable influences.

I feel that the psychiatrists would have a grand time sorting the above-mentioned mental attitudes into " escapism," " insecurity complexes due to modern living," and a variety of other interesting psychoses . . . but they are based on factual observation; I have recently been working with some friends in making a survey of the ideas held by members of the general public on the subject of space-people. Atlantis was one of the points which cropped up in almost every conversation. Of people who " remembered " being connected with Atlantis in a past incarnation, a large percentage recalled planetary experiences, or felt a sense of familiarity with planet life, especially the planet Venus. So you see, the link is there, even in the subconscious minds of people here in our world today.

Whether or not you believe that Atlantis will rise in the future does not really matter, nor is it of importance that you accept Atlantis because you accept flying saucers. What we can all do, however, is send out a thought of harmony and love that will help our planetary friends to assist us in the days which lie ahead.

Perhaps in the future, when a " saucer " is as common a sight as a London bus is today, our grandchildren will chuckle to themselves about our speculations. But I cannot help feeling that the most chuckles will be enjoyed over " cups of tea " with space friends—in Atlantis.



From an Astronomer's Notebook

by W. Schroeder

(Author of "Practical Astronomy")

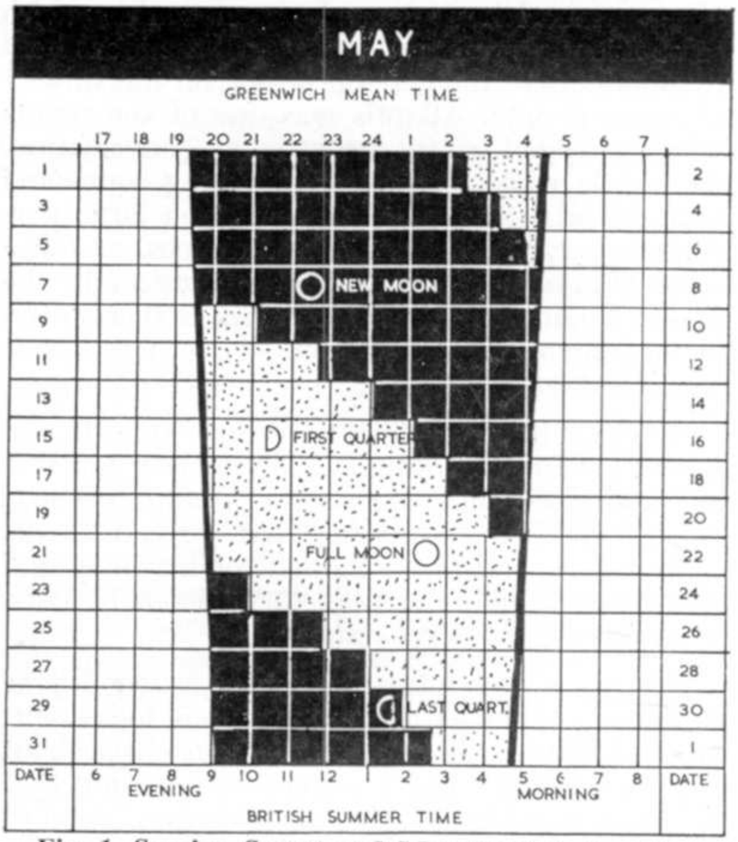


Fig. 1. Sunrise, Sunset and Moonlight during May.

May Almanac	
5	Moon near Mercury Titan in eastern elongation
7	New Moon
8	Moon in apogee
11	Moon near Venus
13	Titan in western elongation Moon near Mars
15	First Quarter
18	Jupiter in opposition
21	Titan in eastern elongation
22	Full Moon Moon in perigee Moon near Jupiter
24	Moon near Saturn
29	Last Quarter Titan in western elongation

The Sun and the Moon

THE PATH of the sun during these two months leads through the constellations Aries, Taurus, and Gemini. In the course of his journey, the sun reaches the northernmost point of the ecliptic on June 22, and on this day we have the shortest night of the year. The nights around this date, however, will not be completely dark. As the sun is so far north in the sky, he will not sink sufficiently far below the horizon to make complete darkness possible. Even at midnight there will be a trace of light left and, as it will be Full Moon a day or two before, we shall be living in perpetual light for a few days, in spite of the fact that the sun will be below the horizon for over seven hours each night.

The moon, during this time, will be particularly bright: on the day before Full Moon, she is in perigee, that is the point of the orbit which is nearest to the earth, and consequently the moon will appear larger than at other times, and will also give more light.

This will be cancelled to some extent, however, by the fact that the moon will not rise very high into the sky. As the Full Moon is always opposite the sun, it follows that the moon must be south of the celestial equator when the sun is north of it and vice versa. As the sun will be in the northernmost point of the ecliptic on June 22, the Full Moon must therefore be near the southernmost point of the ecliptic, and will remain above the horizon no longer than the sun does in midwinter, that is only just over seven hours.

The Planets

The movements of the planets are represented in the form of a diagram in Fig. 3. Here we have a picture of the ecliptic and the bright stars near it, and superimposed on this are a number of curves which represent the paths of the sun, the moon and the planets. The sun is always on the ecliptic, and the moon and the planets are always very nearly so. It is therefore easy to find the position of any planet in relation to the surrounding stars with the aid of this diagram. All we have to do is to look up the date on the left-hand side of the figure and draw a line across the diagram. This line will cut the curve of the planet in a certain point, and from this point we go up or

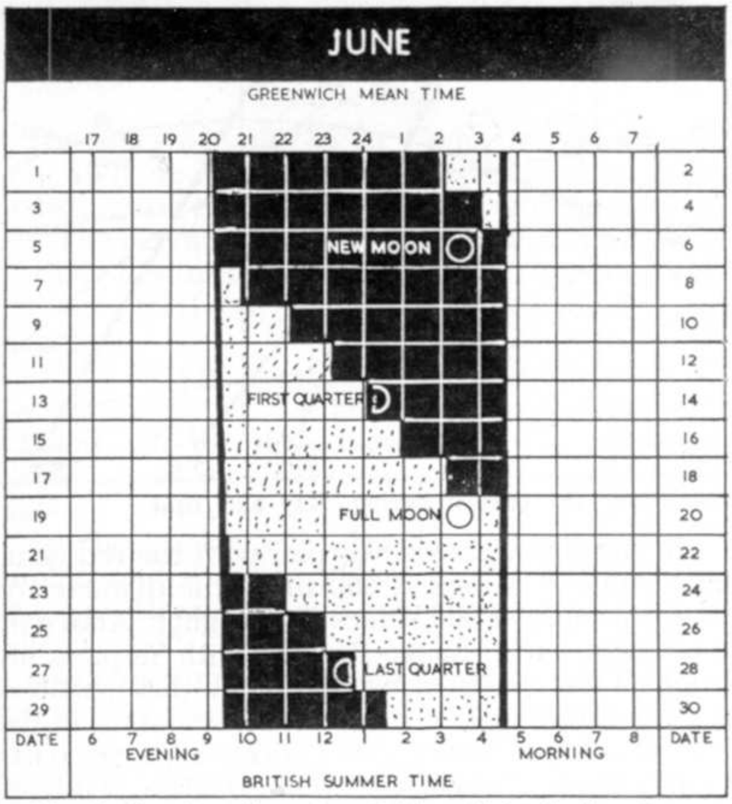


Fig. 2. Sunrise, Sunset and Moonlight during June.

June
Almanac

3	Mercury in superior conjunction
4	Moon in apogee
6	New Moon Titan in eastern elongation
10	Moon near Venus and Mars
14	First Quarter Venus in conjunction with Mars Titan in western elongation
18	Moon near Jupiter
19	Moon in perigee
20	Full Moon
21	Moon near Saturn
22	Summer solstice Titan in eastern elongation
23	Venus at greatest eastern elongation
26	Saturn in opposition
27	Last Quarter
30	Titan in western elongation

down the ecliptic, and this latter point fixes the position of the planet.

The figure shows us much more besides, though. We can see that Mercury is to the right of the sun at the beginning of May, and is therefore visible in the morning sky. On May 5 the curve of the moon crosses that of Mercury, which means that both bodies are in almost the same point of the sky. We can, in fact, observe Mercury and the moon in the morning of May 5, just above the eastern horizon, about three-quarters of an hour before sunrise. On June 3 Mercury will be in conjunction with the sun, and will afterwards become an evening star. The planet's distance from the sun gradually increases, but the eastern elongation, and with it a favourable position for observing, does not occur until early in July.

Venus also increases her distance from the sun, and reaches her greatest elongation on June 23. Although Venus has long passed the point where her greatest brilliancy occurred, she is still the most prominent object in the evening sky. On June 14 the curve of Venus crosses that of Mars, and the two planets meet in the constellation Cancer. Our diagram shows us that the moon will be in the vicinity a few days earlier, and Fig. 4 shows what we can expect to see in this part of the sky in the evening of June 10.

The lines of Jupiter and Saturn both cross the "Line of Opposition." This latter indicates the points of the ecliptic which are exactly opposite the sun on any particular date. When the moon crosses this line it is therefore Full Moon, and when the curves of Mars, Jupiter or Saturn cross it they are in opposition to the sun, and consequently nearest to the earth, and also at their greatest brilliancy.

There is one other curious thing which we can read from the diagram: at the end of June we find that all the planets will be assembled in the evening sky after the sun has set; Mercury will be just above the western horizon, Venus and Mars are a little higher in the sky, and a little to the south of west. Jupiter is almost due south, and Saturn will be just above the horizon to the south-east.

Meteors

The May-Aquarids can be observed during the first three weeks of May, but their maximum occurs on May 5. These meteors have long parts, and they move very swiftly, but unfortunately it is possible to see them only in the mornings, during the last two or three hours before sunrise. The meteors of this shower are associated with Halley's comet, with whom they have a common orbit around the sun.

During the whole of these two months we may see members of the Scorpius-Sagittariids, a shower which produces very slow meteors, and occasionally fireballs, too. The maximum of this shower is not particularly marked, but the greatest number of meteors are observed around June 14.

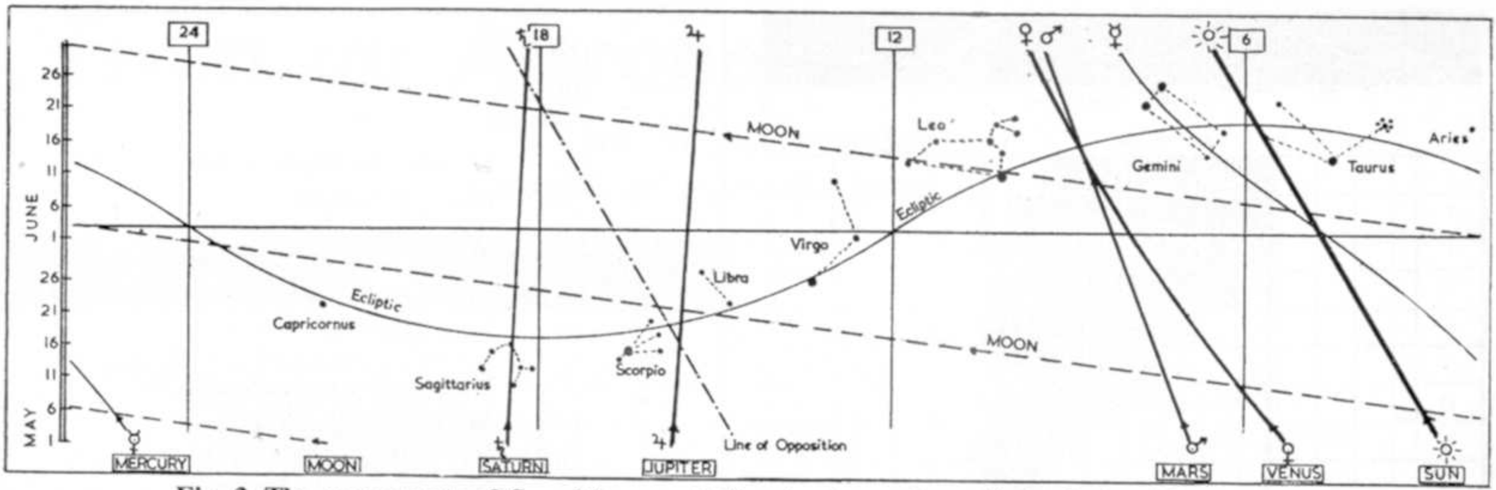


Fig. 3. The movements of Sun, Moon and Planets along the ecliptic during May and June.

The Fixed Stars

The stars of the Summer are not quite so spectacular as those of the Winter, but they are no less interesting. In the south-east is Virgo, with the bright star Spica. This star is of a pure white colour, and its magnitude is 1.2. If Spica were in the place of our sun, we should immediately burn to death, because this star radiates 1,200 times as much heat and light as our sun.

A little higher up in the sky is Berenice's Hair, a striking accumulation of faint stars which really does resemble the sheen of the beautiful tresses one would associated with an Egyptian queen.

Arcturus is almost due south, and its rich, golden colour is in strange contrast to the light of Spica. The diameter of Arcturus is 22 times that of the sun, and its luminosity equals 83 suns. The distance of Arcturus is only 32 light-years, and for this reason we notice its motion among other stars more than we do with stars which are further away. Since Ptolemy wrote his *Almagest,* the first notable book on astronomy ever written, the position of Arcturus, in relation to its surroundings, has altered by as much as twice the width of the Full Moon.

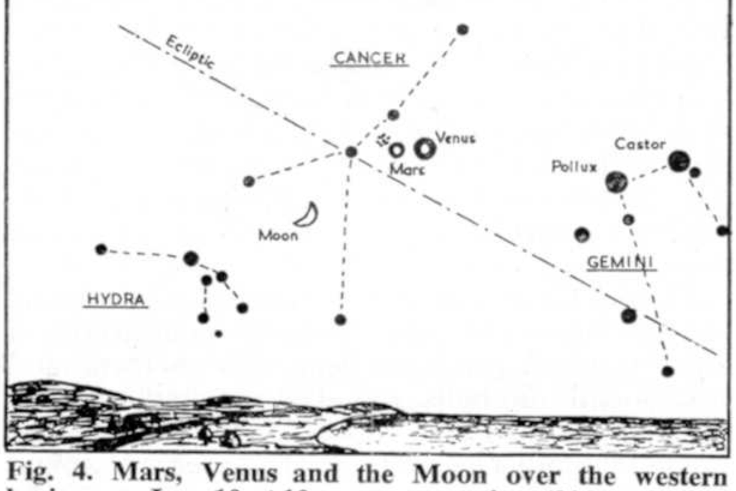


Fig. 4. Mars, Venus and the Moon over the western horizon on June 10 at 10 p.m. summertime (21 hrs. GMT).

In the south-east is Scorpio, with the red giant star Antares, which is 330 times the diameter of our sun and 1,900 times as bright! Above is Ophiuchus, the " Snake-Bearer," with Serpens, his snake. This latter constellation is distinguished by the fact that it is the only constellation in the sky which consists of two entirely separate parts —the head (Serpens Caput) to the west of Ophiuchus, and the tail (Serpens Cauda) to the east.

Above this group lies Hercules, where α (alpha) is remarkable. Not only because of its unusual name—it is called Ras Algeti—but mainly because it is one of the largest stars we know. Its diameter is 800 times that of our sun, and it is a variable star, whose magnitude alters between 3.0 and 3.9. The colour of this star is deep red, and it has a bluish companion of magnitude 4.5 at a distance of 5″.

Variable Stars

R Hydræ is a long-periodic variable whose magnitude ranges from 3.5 at maximum to 10.9 at minimum. The period of the light-change is 415 days, and at present we shall not be able to find the star, as it is near minimum. Maximum brightness will occur about the middle of January, 1960.

Another long-period variable is S Virginis, with a period of 377 days. Its magnitude ranges from 6.0 to 12.9, and we may just be able to watch it come into view again if we have a telescope or a pair of powerful binoculars. Its maximum brightness is due on August 15.

R Scutii has a period of 144 days, and its brightness ranges from mag. 4.5 to 9.0.

R Serpentis, also a long-period variable, can now be observed to fade. Its maximum (mag. 5.6) occurred on April 23, and it will gradually fade to mag. 13, but it will be back at maximum brightness after a period of 357 days.

A variable of the Algol type is δ (delta) Libræ,

mag. 4.8-5.9, with a period of 2.327 days. The occultation lasts for about 13 hours.

Double Stars

The stars 32 and 33 in Coma Berenices are only 195″ apart, but keen eyes should be able to distinguish the two components without optical aid. The magnitudes are 5.6 and 6.0, and because of their faintness they can be seen without aid only on a perfectly clear night, when there is no moonlight.

ν (nu) Bootis is even easier. The distance of the components is 14′ and their magnitudes are 5.1 and 5.2. We should be able to see the two clearly, even if conditions are not really first-class.

Another naked-eye double is formed by α (alpha) and 8 Libræ. The magnitudes of these stars are 2.9 and 5.3 and their distance from each other is 231″.

Small instruments should separate the following double stars: δ (delta) Bootis, mags. 3.6/7.4, 105″; 17 Comæ, mags. 5.4/6.7, 145″; Cor Caroli (α (alpha) Canum Venaticorum), mags. 2.9/5.4, 20″; 61 Ophiuchii, mags. 5.5/5.5, 21″; θ (theta) Serpentis, mags. 4.5/5.4, 22″, and β (beta) Scorpii, mags. 2.9/5.1, 14″.

Star Clusters and Nebulæ

The finest globular cluster visible from the northern hemisphere is M 13 in Hercules. There are about 30,000 stars in this cluster, which is at a distance of 34,000 light-years. M 3, in Canes Venatici, is slightly larger, but a little fainter. Its distance is 40,000 light-years and there are over 200 variable stars in this cluster. M 5 in Serpens is of about the same brightness, and this is also a globular cluster. Its distance from us is again 36,000 light-years, and 15,000 stars have been counted in it. Rather fainter are the following globular clusters: M 53 in Coma Berenices, distance 60,000 light-years, M 10 and M12 in Ophiuchus, both at a distance of 36,000 light-years, and M 4 in Scorpio, which is only 23,000 light-years away.

M 16 in Serpens is an open cluster, with a diameter of a little less than that of the Full Moon, which is at a distance of 5,400 light-years. There are 55 stars in the cluster, ranging in magnitude from 8 to 12.

Finally there is M 11 in Scutum, a fan-shaped open cluster of about 200 stars. One bright star is situated at the apex of the "fan," which makes this cluster a particularly striking object.

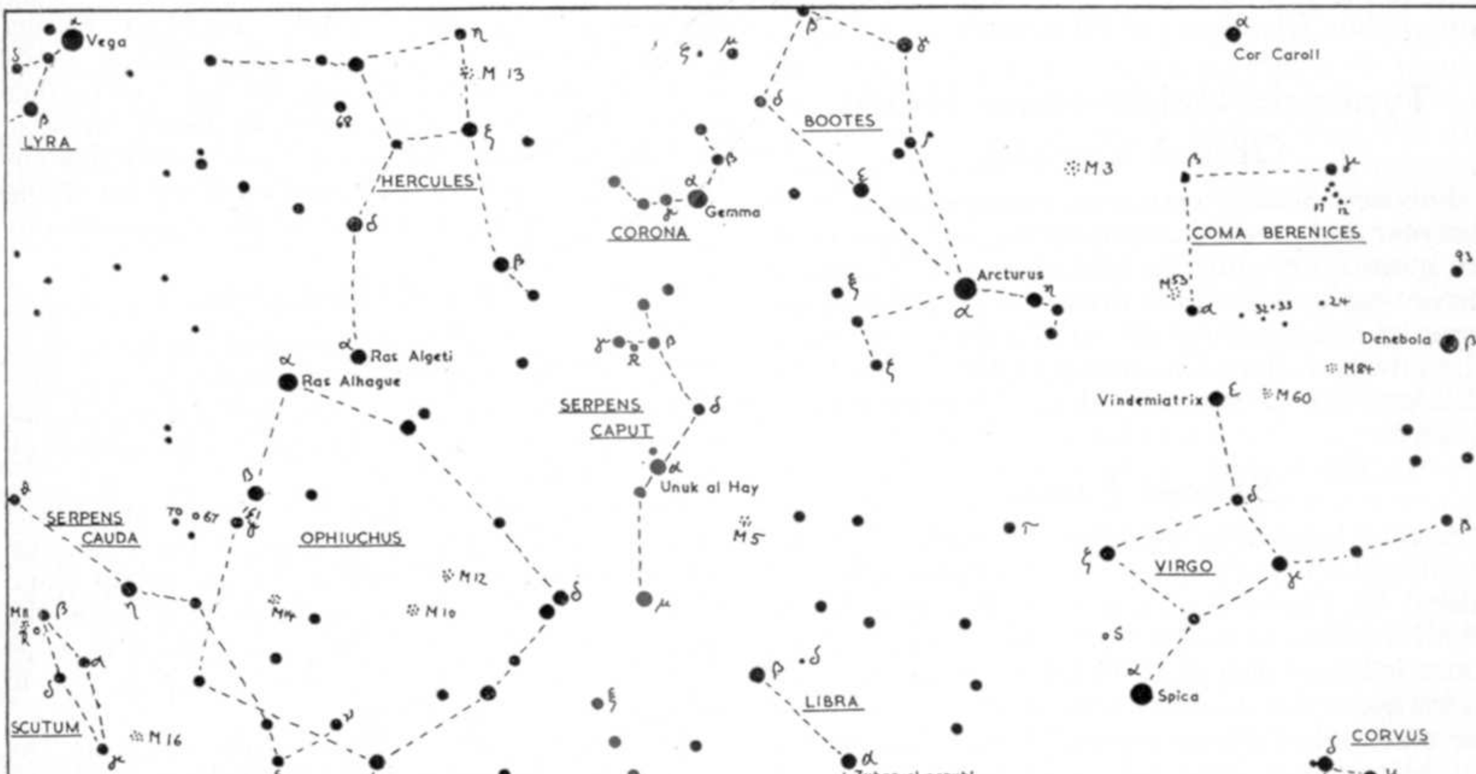


Fig. 5. The night sky during May and June, looking south at approximately 10 p.m.

PANORAMA spotlights space events

Giant Rock Convention

THE 6TH ANNUAL Interplanetary Spacecraft Convention will be held at Giant Rock Airport, Yucca Valley, California, on Saturday and Sunday, May 23 and 24. This is one of the big saucer occasions that take place every year and is organised by George W. Van Tassel. Many well-known people in saucer research and some of those who claim to have been contacted by the space people and to have been for rides in space ships will speak at the convention. Last year speakers included Daniel W. Fry, Rheinholdt Schmidt, Dana Howard, Calvin Girvin and, of course, the host, George W. Van Tassel.

The programme will start at 10 a.m. both mornings. The general public are invited. Those wishing motel reservations should get them by writing early to the Joshua Tree, Yucca Valley, or Twenty Nine Palms Chambers of Commerce.

Tyneside Unidentified Flying Object Society

This new Society came into existence in January this year and membership is on the increase. They are sponsoring a big meeting for George Adamski in Newcastle during his British tour. The Society hope to publish their own magazine very soon. The energetic Hon. Secretary is Mr. J. L. Otley, 41, Deanham Gardens, Fenham, Newcastle upon Tyne, 5.

Saucer Forum

A very interesting periodical which has just published its first issue is *Saucer Forum*. This is edited by David C. Jones, 12, Beeches Road, Charlton Kings, Cheltenham, Glos., England. Mr. Jones is International UFO Observer Corps Area Investigator for Gloucestershire. To quote from the editorial: "There are many excellent saucer periodicals, but they can only publish a very small selection of the correspondence they receive. There just is not room for more; and letters must come second to new information, and articles. So there are a large number of interesting letters which never get published.

"Our aim is to publish letters, from enthusiast and sceptic, which are interesting and will, we hope, give rise to discussion. . . ."

So there you are. A first-rate idea. The publication consists entirely of correspondence. Write your letters to Mr. Jones and read them again along with those of other saucer enthusiasts in *Saucer Forum*.

Understanding

A really worthwhile saucer magazine and a nicely produced one, too, is *Understanding*, edited by Daniel W. Fry. This is published monthly from *Understanding*, Rm. 35, 101, S. Lexington Ave., El Monte, California. The price for 12 issues is $2.50 and single copies are 25c. It is well printed on glossy paper. Mr. Fry is the well-known saucer contactee and author of several books. His initial contact experiences were described in *The White Sands Incident*. Daniel Fry was at the time a technician at White Sands Testing Grounds. Since then, he has had further experiences which are related in *Alan's Message to Men of Earth*. His latest book is called *Steps to the Stars*. Mr. Fry lectures widely on flying saucers and the philosophy of the space people.

The Atlanteans

This young Society was founded in London in 1957, and although they only commenced to present their philosophies to the general public last summer, membership has rapidly extended to all corners of the world.

The belief in planetary inhabitants and flying saucers plays a prominent part in the teachings of The Atlanteans. Members of the group claim to have made contact with people from the planets Venus, Jupiter and Pluto, and they hope to have some interesting practical evidence to offer in the near future.

The Society publishes a monthly magazine *The Atlantean*, obtainable from 5, Mulwarrie House, 150, Lexham Gardens, London, W.8. The annual subscription is 15 shillings. This Society is impressive by the number of young people it contains in all walks of life. An article by the President, Miss Jacqueline Murray, appears on page 18.

Saucer Symposium in South Africa

A symposium on flying saucers was held in the Broadway Centre, Cape Town, on February 9. More than 100 people packed into the small hall and 50 or more were turned away for lack of space. The audience heard how a city man had watched what he believed to be a space ship take off from the moon; of lost civilisations which watched the modern world from flying saucers; and of fourth-dimensional space ships which worked on a thought-transference principle and could take on any shape desired.

Brigadier J. A. Vivian, with a dispassionate approach, said 90 per cent. of what was written about saucers was pure tripe. But it was equally ridiculous to dismiss everything as meteorological balloons. The remaining 10 per cent. could stand close examination. He had found at least 20 reports thoroughly convincing, and believed that the objects came from space.

Mr. Jan Rabie said he thought saucers had been seen throughout history, but as they were unfamiliar objects they were often badly described in lay reports, sometimes in almost superstitious terms.

After question time 71 people voted that they believed in conventional flying saucers and 27 voted for the " less tangible " forms, and only 10 claimed to be complete sceptics.

The symposium, which was organised by the Interplanetary Craft Research Society of South Africa, was conducted by Mr. A. Gordon Bagnall.

ADAMSKI TOUR—continued

Great interest has been shown in New Zealand and Australia with audiences of well over 2,000 in Auckland and Brisbane for each lecture. However, it is understood that those arranging lectures here have provided for smaller audiences with the intention of attracting those who have already given some thought to the subject and are, therefore, more ready to accept the evidence of people on other planets and of their visiting earth. It is hoped that Mr. Adamski will be able to address millions in Britain by means of television while he is here. The next issue will contain the substance of his London lecture.

Mr. Adamski arrived in London by air (BOAC) from Australia on April 18 (not April 17 as stated in our last issue) and departs for Holland on May 16. Particulars of his continental lecture tour may be obtained from Miss Rey d'Aquila, Beeklaan, 431, The Hague, Holland.

Venus & Nose-Cone Light—continued

suffering and must be discounted. By the same token, the flock of hysterical confessions that always reach the police after a spectacular murder should prove conclusively to Scotland Yard that the minority of one person who also confesses and seems to have committed the crime is really a faker, too.

The recent sighting of a UFO at London Airport may have been a concerted hoax by some fakers who fooled the Air Ministry and the Air Minister. If so, they were excellent fakers. But if the observers saw what they are reported as having seen, then the explainers—or the explainists, as they should be called (-ist signifying one who makes a practice of doing something)—are the biggest and most professional fakers of the lot.

. . . .

Postscript on Human Arrogance. When the day comes that a rubbery little man from Mars—or wherever—presents himself at No. 10 Downing Street and is photographed by all the reputable Press Photographic Agencies, and vouched for by all the members of the Medical Research Council, whose findings are then respectably broadcast throughout the world; when that day comes, we shall at last, I believe, lose the intolerable arrogance of our kind. We are, as everyone should know by this time, a very second-rate little planet revolving in a very second-rate little solar system on the outer borders of the Milky Way. We are bound by the limitations of our silly little reasons, which we have seen do pretty well over some four thousand years of civilisation. Out in the universe proper, where the big boys play around, our four thousand years of civilisation will be very small beer to a solar system which has had not four, but forty, or even four hundred thousand years of civilisation: if we can develop aviation, radio, radar and all the rest in half a century or so, what on earth do we think those distant civilisations might not have produced? Thought transference, which is an everyday tool of psychical research, might have been developed to such a degree that other universes can not only transmit thoughts, but images over the immensities of space. And we, who are just venturing on our space exploration, ought to have the humility to realise that other civilisations might have been playing around with interplanetary vehicles for tens of thousands of years, and think nothing—if their time sense is different from our—of taking hundreds of light years to come on a junket to our little slum and see what we are doing. This may be all bunk; but it may not be. Less arrogance, please, Gentlemen, and more humility.

SELECTED BOOKS

Reviewed by The Editor

MY CONTACT WITH FLYING SAUCERS, by Dino Kraspedon. Translated from the Portuguese by J. B. Wood. (Neville Spearman Ltd., 112, Whitfield St., London, W.1. 205 pages, 16s.)

The main ingredients are some extremely interesting conversations the author had with the captain of a flying saucer. The talks took place on five different occasions, one in a flying saucer and the other four meetings were in Sao Paulo. It is of interest to note that these events occurred in November, 1952 (the same month that George Adamski had his famous first contact with the Venusian in California, described in *Flying Saucers Have Landed*).

The saucer captain explains that there are two main reasons for contacting Kraspedon: (1) to warn that another sun will soon enter our Solar System and we will have a system of binary suns, and (2) to warn of the dangers to which we are exposed with the coming of the atomic age.

Readers will recall that the leader article in the January-February, 1958, issue of FLYING SAUCER REVIEW referred to the coming of a giant sun into our system. At that time the Kraspedon book had not been translated, nor read in the original text by the reviewer.

A lot has been written lately about the recently discovered Van Allen radiation belts high above the surface of the earth, one 2,000 and the other 10,000 miles away (see *The Observer*, February 15, 1959, for article by the newspaper's Scientific Correspondent). According to the *Sunday Times* for March 22, 1959, two Russian radiation experts, I. Shklovsky and V. Krasovsky, have suggested that the high-energy particles that characterise the inner radiation zone are the result of high-altitude tests. The Russians gave this opinion *before* the recent announcement by the Americans that they had exploded three atomic bombs above the atmosphere over the South Atlantic.

In the light of these disclosures it is of considerable interest to turn to page 183 of Kraspedon's book and take heed of the saucer captain's words: "Men are letting off bombs, not realising that their effects are not always immediate. . . . Persistent radioactivity in the upper layers of the atmosphere produces the same effect. No one has gone high enough up from the earth to measure and observe what is happening." (This conversation took place in 1952 and the book was published in Brazil during 1957, long before the American "Explorer" satellite discovered the Van Allen radiation belts—Ed.) "*If you could have known earth's luminosity before, seen from outside, and could observe it now, you would see a difference* (italics mine—Ed). The radioactive dust which stays in the stratosphere already gives rise to fear for the future of men."

To my mind those words of the saucer captain, with special emphasis on the phrase "if you could have known earth's luminosity before, seen from outside, and could observe it now, you would see a difference" (the increased luminosity of radiation belts—Ed.), proves the authenticity of the contact of Dino Kraspedon with the man from space.

You just cannot afford to be without this book.

SPACE-CRAFT FROM BEYOND THREE DIMENSIONS, by W. Gordon Allen, with four essays by Carl Frederick Krafft. (Exposition Press Inc., 386, Fourth Avenue, New York, 16. 202 pages, $3.50.)

The author of this important contribution to the study of flying saucers is a graduate electrical engineer and a former U.S. Navy radio-radar officer.

Mr. Allen considers that there should be a re-alignment of Western scientific thinking. In the past there have been many great geniuses—"cosmic receivers"—the author terms them. People such as Newton, Swedenbourg, Tesla and Einstein are in Mr. Allen's list. But what happens if someone has the temerity to think up something that does not quite fit "the pattern"? It is either discarded altogether or only a portion of the idea is used, the part that "fits." If it had not been for this rigid and narrow outlook we would have solved the mysteries of electrical space flight long ago. Mr. Allen challenges the West to re-examine the science of physics and the findings of past great men.

In one very interesting chapter Mr. Allen has a good deal to write about the research being carried on at the De La Warr Laboratories, Oxford, England. George De La Warr and his assistants have photographed thought forms. A lot has been done by De La Warr to prove that life exists beyond our present known three dimensions. Many saucer researchers, too, believe that some of the spacecraft come from beyond three dimensions. The author has much to contribute regarding this widely-held concept. It is certainly one that every open-minded researcher should examine without prejudice.

A scholarly and challenging work. It contains a great deal that is thought-provoking and exciting. There are some fascinating photographs.

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NIGERIA. Denis Montgomery, c/o P.O. Box 2, Ibadan, Nigeria.
PERSIAN GULF. Colin Armstrong, 16, 5th Street North, Ahmadi, Kuwait, Persian Gulf.
PORTUGAL. Senor Marciano Alves, A. Guerra Junqueiro No. 4, 2°D, Lisbon. Tel.: 724125.
N. RHODESIA (LUANSHYA DISTRICT). J. Whisken, 118, F. Avenue, Luanshya, N. Rhodesia.
S. RHODESIA. G T. Benjamin, No. 6, 77th Avenue, Mabelreign, Salisbury.
SWEDEN. K. Costa Rehn, Smedjevagen 2A, Bromma.
SWITZERLAND, James Villard, c/o American Embassy, Geneva.
U.S.A. (MAINE). Mrs. Jonson Cowles, Oak Grove School, Vassalboro, Maine.
(OREGON). W. Gordon Allen, P.O. Box 768, Salem, Oregon.
(STATE OF ILLINOIS). Paul R. Trent, 7012, South Garden Lane, Argo, Illinois. Tel.: Globe 8-3149.
(STATE OF OHIO, COLUMBUS AREA). Dale Elliott, 355, South Chase Avenue, Columbus 4, Ohio.

MAIL BAG

I.U.O.C. Conference?

Sir,

I would like to suggest a conference of Area Investigators, this to start with regional conferences, i.e. London and the Home Counties, South-East, South-West, etc., and then one or two representatives from each regional conference to attend a national conference held in London or some other suitable centre. I feel that we could all work more closely together if we knew more about our colleagues and having put forward our points of view arrive at a wider understanding and possibly agree on a common policy. I hope this suggestion may be of some interest to you.

D. C. JONES,
12, Beeches Rd.,
Charlton Kings,
Cheltenham, Glos., England.

Thank You Manchester

Sir,

I am writing to inform you that I have written to the RSGB (Radio Society of Great Britain) asking them to insert a notice in their bulletin re. the International Flying Saucer Contact Weekend, May 16-18 inclusive, asking all amateurs, etc., both home and abroad to help. Any successful contacts will either be tape recorded or written down, and sent to you. You can rest assured of our cooperation in the matter.

H. BUNTING,
Vice-President,
Manchester Flying Saucer Research Society,
36, Ilkley Cres., Reddish, Stockport,
Cheshire, England.

Thank You Japan

Sir,

I have pleasure to report to you about the Ist International Flying Saucer Contact Weekend, coming on May 16-18. Japanese enthusiasts will be happy to join this weekend. I inform you that CBA have decided to establish contact headquarters on the summit of Mt. Takao with a "Master Unit Communicator" and two "Light-beam Communicators" on May 16 for all-night observation starting at 4 p.m.

YUSUKE MATSUMURA,
International UFO Observer Corps
Investigator for Japan,
Isogo P.O. Box 18,
Yokohama, Japan.

And Thank You Denmark

Sir,

Thank you for your kind letter. This will just be a short letter.

We are ready for the Whitsun. I have called all my groups to a meeting in Fredericia on May 10 for instruction purpose.

Meanwhile I send all the groups an instruction in telepathy.

(Continued from column 1)

The groups are requested to stand by in the week from May 10-16 for warm up reasons. Each group will have an observation spot. We will have some 300-400 souls in approximately 30 groups (maybe split up to more). You will have details later.

The UFO activity is still high here. We had a landing again a few days ago—no contact—I had my lecture No. 61 last night and there is still more before I'm finished in this season, April 10.

Enclosed you will find some reports again.

H. C. PETERSEN (Captain),
S.U.F.O.I.,
Praestegaardsvej 40,
Vojens, Denmark.

SPACE PIONEER—continued

The re-entry problem is something we hear a lot about today. Both America and Russia have found it a stumbling block in their race to produce ICBMs. But Russia, at least, should have been forewarned for Tsiolkovsky had foreseen the problem many years before—and suggested an answer!

"So that the rocket should not burn out like a meteorite when returning from space," he wrote, "it should be placed in a special gliding trajectory in order to extinguish speed more slowly." He obviously realised that there would still be an aerodynamic heating problem for he went on to elaborate on a method of cooling the walls with a liquid oxidiser.

The use of rudders placed in the jet exhaust for steering in airless space, and of gyroscopes for stabilisation, also came from this remarkable man. And he was discussing the possibility of "extra-terrestrial stations" being set up and used as bases for space travel in the nineteen-thirties.

If it had not been for the German rocket scientist, Hermann Oberth, who now works on rockets for the U.S.A., Tsiolkovsky's work might never have become known except to a few specialists in Russia. Oberth published a German edition of some of the Russian's work which brought him a wider audience.

It seems that it was this publicity which made the Russians realise that they had someone worth publicising in their ranks. It was then that the "Father of Space Travel" epithet was born.

Tsiolkovsky himself was always modest about his work and achievements. He must have been rather bewildered at the wide publicity throughout Russia which greeted his 75th birthday in 1932. He died three years later.

Perhaps it is invidious to single out any one man and call him "Father of Space Travel." But I have yet to hear of any pioneer more deserving of the title than the insignificant schoolteacher from Kaluga, Konstantin Tsiolkovsky.

LATE NEWS

Earth and Back Satellite Attempt

The United States launched a space satellite, Discoverer Two, on Monday, April 13, which went into orbit over the North and South Poles about two hours after launching. The U.S. Air Force announced that it was circling the earth once every 94 minutes and was expected to have a life of at least 30 days. The vehicle had a 195-lb. nose capsule with five film packs to measure cosmic ray radiation in outer space. Scientists planned to send it a radio signal and cause the satellite to eject its capsule. American planes hoped to be able to snatch the falling capsule from the air. However, because of a "malfunction in the timing apparatus" of Discoverer Two, the U.S. had to give up its plans to try to catch the nose capsule.

Adamski Starts British Tour

George Adamski flew into London Airport on Saturday, April 18. That night he was heard by listeners in Britain on BBC sound radio and on Monday, April 20, appeared on BBC Television in Panorama.

Six Watch Flying Saucer for 45 Minutes

Six people in Selkirk, Scotland, saw a flying saucer for 45 minutes on April 4. TV engineer Alex Handyside spotted the object low on the horizon towards the north. He brought out an astronomer's telescope and saw what appeared to be a saucer standing on its end. A dark band ran from top to bottom of the luminous oval and seemed to be revolving round the lighted area. Five neighbours all confirmed his observation.

Red Light in Sky Baffles Canada

Canadian authorities were puzzled by an "unidentified flying object" that showed as a red light over the air defence establishment near Montreal and disappeared north at a speed faster than sound. The object, which did not register on radar screens, was seen by control tower observers at the St. Hubert Air Base and by several hundred other people at the airport and local residents.

The Royal Canadian Air Force has no official explanation for the phenomenon. "It was a genuine UFO as far as we are concerned," an R.C.A.F. spokesman said.

Chased by a Flying Saucer

Ove Christensen, a Danish meat-packer, claims that a flying saucer stopped him as he was cycling home, rotated on the road for about five minutes and then chased him for three miles, flying 20 ft. above his head. The saucer, which glowed, was made of glass, he said.

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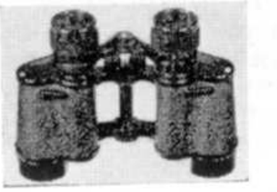

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